

The Northwest.

Devoted to the Development of the Northwestern States and Territories.

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ST. PAUL.

I.

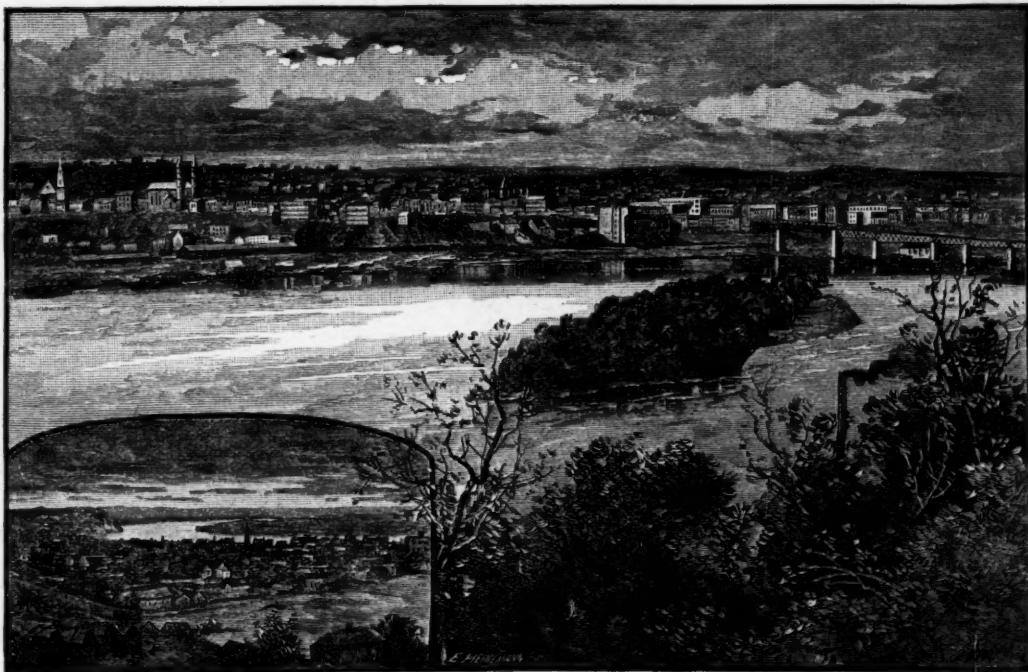
PHYSIOGNOMY OF THE CITY.

Saint Paul is a strikingly picturesque city. It covers the high bluffs on the eastern banks of the Mississippi, fills the valleys and ravines that run down to the river's edge, spreads out over the low bottom lands by the water-side, and projects a suburb clear across the broad stream to the opposite flats and hills, which it ties to itself by the ligature of a long bridge. Give it a decade or so more to smooth out the rough places, fill up gaps, and eliminate cheap wooden structures remaining from the village epoch in its history, and it will rank among the most beautiful cities in the world. Just now it is in a transition state. Out of the frontier hamlet is fast developing a wealthy and busy metropolis. The process is interesting to observe, because of the rapidity and energy displayed in it. The one-story frame tenement gives way to the massive six-story block of brick or stone. A traveler who comes to St. Paul only once a year must every time get his bearings afresh if he goes more than a block or two away from the Merchants Hotel, the landmarks alter so fast.

From the hilly character of the ground covered by the city arises a pleasing irregularity of street arrangement. No checker-board plan is possible. There are streets which have definite beginnings and undoubted endings; streets which, after running straight for a few blocks, go off in a sidling way to climb up some hill on an easy grade; streets which stop in front of tall edifices, and streets which take you out to the perilous verge of a precipice from which you get a superb view over the Mississippi and the bold sweep of highlands that hem in its narrow valley. The numerous curves, corners, angles and *cul-de-sac* of this irregular street system give fine opportunities for architectural effects which are beginning to be appreciated.

The wholesale quarter of the town is down in a valley near the Union Depot. Here the streets are narrow and are overshadowed by tall, handsome, substantial blocks, some of red brick with stone trimmings, some of the yellow Milwaukee brick, and some of an excellent gray limestone quarried from the bluffs along the river. The number, size and

style of these buildings are sure to surprise a stranger, who is no less astonished at the great stocks of goods they contain and at the magnitude of the business done in them. Retail trade has not yet established a recognized center. It is scattered on several streets and does not, on this account, make as good a show as it would if it were concentrated, as is the case in such cities as Cleveland and Detroit. Probably the ultimate center of this trade is Wabasha street, on which the Postoffice stands, but this opinion will not be indorsed by merchants now established on Third, Jackson, Seventh, Robert and other streets. To one who has studied the growth of cities it seems almost inevitable that the building up of St. Anthony hill with the best class of resi-



THE CITY OF ST. PAUL, MINNESOTA.

dences will, in time, draw the best class of stores to the top of the bench on which the Metropolitan, Windsor and Livingston hotels now stand, as well as the State Capitol, the Postoffice and the Market House.

II.

POPULATION AND TRADE.

In an excellent little handbook of information concerning St. Paul, lately issued by the Chamber of Commerce, the following figures are given of the growth of the city's population:

Number of inhabitants in 1850.....	840
Number of inhabitants in 1860.....	10,600
Number of inhabitants in 1870.....	20,300
Number of inhabitants in 1880.....	41,498
Number of inhabitants in 1883.....	100,000

The latter figure is an estimate from directory returns. If it is correct the increase in the past three years has been 112 per cent—a remarkable ratio of growth. The new population is drawn from all parts of the Eastern and older Western States by the business opportunities of St. Paul and the brisk demand for labor.

The growth of the wholesale business of the city is exhibited by the following table:

YEAR.	No. of Establishments.	Number of Employees.	Amount of Sales.
1870.....	223	3,180	\$9,813,000
1881.....	276	4,684	46,555,999
1882.....	325	5,815	66,628,494
1883.....			72,048,771

The wholesale trade is St. Paul's special pride and its great source of strength and prosperity. It

embraces many concerns which, for the magnitude of their transactions and their financial resources, are nowhere equaled in the West outside of Chicago. This trade has steadily kept pace in its development with the settlement of the Northwest. How bright its prospects are for further growth may be judged from the fact that not one-tenth of the area of the fertile regions naturally tributary to St. Paul as a commercial center is yet well settled. The prediction that St. Paul and its neighboring sister city of Minneapolis will within twenty years form a great metropolis, con-

taining more people than inhabit Chicago to-day, does not seem at all extravagant to one familiar with the undeveloped resources of Minnesota and Dakota.

It must be remembered, in any estimate of the future importance of St. Paul, that the entire country from which it draws its support was an Indian hunting ground within the memories of men of middle age. As late as 1862 the savage Sioux roamed over a large part of the area of the State of Minnesota. The outbreak and massacre of 1862 occurred in a region so near at hand that the surviving settlers fled to St. Paul as a place of refuge. All this great development of trade, transportation and population which so impresses the visitor with its manifestations of wealth and commercial prosperity is the achievement of the present generation. The men who came to St. Paul when the surrounding country was a wilderness are to-day young enough to be still engaged in active business. Is it any wonder, then, that they have magnificent ideas of the future greatness of their city?

Let us see how the wholesale trade is classified. The following is a statement for the year 1883:

KIND OF BUSINESS.	Number of Establishments.	Number of Employees.	Amount of Sales.
Agricultural implements.....	9	85	\$2,163,800
Beer.....	14	79	1,157,321
Blank books, paper and church goods.....	7	87	1,036,000
Boots and shoes.....	5	90	2,910,000
Cigars and tobacco.....	18	52	1,267,000
Clothing.....	3	73	825,000
Coffees, teas, spices, etc.....	6	60	781,000
Confectionery, fruit and bakers' products.....	7	140	1,502,000
Crockery and glassware.....	3	57	479,000
Drugs, paints and oils.....	8	159	2,500,000
Dry goods, toys and notions.....	13	374	9,152,000
Fuel and pig iron.....	13	738	4,358,000
Furniture.....	9	83	533,000
Grain, flour, feed and commission.....	47	95	6,300,000
Groceries.....	11	428	13,237,000
Guns and sporting goods.....	2	9	110,000
Hardware, stoves and heavy iron.....	17	269	4,467,750
Hats, caps and furs.....	4	70	1,250,000
Hides and furs.....	6	47	716,600
Jewelry.....	4	11	77,500
Leather, saddlery and findings.....	7	90	981,000
Lime and cement.....	3	10	212,000
Live stock.....	9	56	2,572,000
Lumber.....	17	1,620	3,660,000
Machinery and mill supplies.....	8	129	1,308,000
Millinery and lace goods.....	3	42	500,000
Musical instruments.....	6	78	488,300
Printing material.....	3	13	181,000
Provisions.....	7	89	1,313,000
Sash, doors and blinds.....	5	116	791,000
Trunks and valises.....	2	30	200,000
Wines and liquors.....	14	88	2,060,000
Miscellaneous.....	35	448	2,959,000
Totals.....	325	5,815	\$72,048,771

Miscellaneous includes bar supplies, billiard tables, brewers' supplies, bricks, brooms, brushes, carpets, fish, junk, ice, photographic materials, rubber goods, seeds, soap, steam heating, stoneware, surgical instruments, undertakers' upholstery, vinegar, wooden and willow ware, woolen and tailors' trimmings.

III.

TRANSPORTATION LINES.

St. Paul is a child of the modern transportation system. Steamboats in the early days of Western settlement could come up to the site of the present city at all stages of water, and could go but little farther, for a few miles above is the narrow gorge below the falls of St. Anthony; so here was a convenient place to land goods for the Indians and obtain their furs, and to quarter troops sent to keep them in order. Here, too, came the first settlers when the savages were pushed back from the river. So the town sprang up as a landing place for goods, and a trading post for the Indians and frontiersmen. Later, when railroads advanced westward into Minnesota, they aimed for the head of Mississippi navigation as a natural stopping point. Now the place is one of the great railroad centers of the continent. Ten companies run regular trains into the Union Depot, either over their own or other roads. While three of them have each two or more distinct lines centering here. Eight companies reach St. Paul by their own lines. They are the Chicago, Milwaukee & St. Paul, St. Paul, Minneapolis & Manitoba, Chicago & Northwestern, Northern Pacific, St. Paul & Duluth, Minneapolis & St. Louis, Chicago, St. Paul Minneapolis & Omaha, Burlington, Cedar Rapids & Northern. The aggregate mileage operated by these companies is 13,611. Five other companies are now building lines to St. Paul and Minneapolis, namely: The Chicago Burlington & Quincy, the Wisconsin Central, the Minnesota & Northwestern, the St. Paul Eastern Grand Trunk and the Sault St. Marie. Through trains leave the Union Depot for Chicago, St. Louis, Omaha, Winnipeg, Duluth and Portland, Oregon. With 164 trains arriving or departing every twenty-four hours, and with throngs of travelers crowding its halls and waiting rooms, this depot is a wonderfully animated place, and an excellent field for the study of human nature.

The Mississippi has lost much of its old importance as an artery of traffic and travel since the railroads have paralleled its waters, and drawn off its trade by

East and West lines. A fleet of seventeen steamboats is still engaged, however, in the river trade, which terminates at St. Paul. The stream is so impressive even at this distance from the sea, and its banks are so beautiful in the summer time that a great deal of tourist travel passes up and down between St. Paul and St. Louis.

IV.

BANKS AND MANUFACTURES.

St. Paul is not peculiarly a manufacturing place. Its neighbor Minneapolis is pre-eminent in that branch of industry. Its growth as a railroad and commercial center has, however, in recent years, stimulated manufacturing enterprise to such an extent that now the annual product of its shops, mills and factories aggregates over twenty-five millions of dollars. During the year 1883, no fewer than sixty-four manufacturing enterprises were started. The following statistics are interesting in this connection:

YEAR.	No. of Establishments.	No. of Employees.	Value of Products.
1870.....	88	985	\$1,611,378
1874.....	216	2,155	3,953,000
1878.....	332	3,117	6,150,000
1880.....	542	6,029	11,606,824
1881.....	667	8,188	15,466,201
1882.....	694	12,267	22,390,589
1883.....	758	13,979	25,885,471

The classification of the principal branches of manufacturing business is shown in the following tables:

KIND OF BUSINESS.	No. of Establishments.	No. of Employees.	Value of Product—1883.
Agricultural implements.....	2	295	\$800,000
Blacksmiths and wheelwrights.....	16	75	56,000
Bookbinding.....	7	89	90,000
Boots and shoes.....	25	407	1,025,000
Brewers, maltsters and bottlers.....	18	193	914,623
Bricks and tiles.....	12	250	170,000
Brooms and brushes.....	6	42	55,500
Cigars.....	32	492	800,000
Clothing.....	78	1,500	2,300,000
Coffee, spices and baking powder.....	6	120	795,000
Confectionery.....	9	83	275,000
Contractors and builders.....	147	3,921	4,947,000
Crackers and bakery products.....	28	300	1,000,000
Drugs, chemicals and oils.....	6	50	405,000
Flour and grist milling.....	7	85	1,560,000
Furniture and upholstery.....	24	275	560,000
Furs.....	7	172	426,000
Harness and saddlery.....	18	133	300,000
Iron, architectural.....	3	132	265,000
Jewelry and watchmaking.....	7	33	52,400
Machine shops, foundries and boiler works.....	16	400	745,000
Marble and stone cutting.....	20	422	176,000
Millinery, lace and fancy goods.....	20	94	97,000
Painting and glazing.....	12	121	225,000
Photography.....	13	39	63,000
Pictures and frames.....	4	17	25,000
Printing and publishing.....	43	1,120	1,698,000
Railroad repairs and car making.....	4	1,385	1,417,148
Sash, doors, boxes and planing mills.....	8	400	484,000
Slaughtering and meat packing.....	60	250	1,675,000
Tin and hardware, stoves and plumbing.....	15	189	450,000
Trunks and valises.....	2	92	120,000
Wagons and carriages.....	22	343	612,000
Miscellaneous.....	61	510	1,301,800
Total.....	758	13,979	\$25,885,471

Miscellaneous includes awnings and tents, bleaches, boats, brass works, carpet weavers, carriage trimmers, cooperage, cutlery grinding, dyeing, engraving, fire-proof building material, fire-works, hair goods, hoop and skirt factory, knit goods, lighting companies, mineral waters, musical instruments, opticians, rendering companies, renovator of cloth, sewer and drain pipes, shingle bands, show cases, soap, sporting goods, stamps and seals, steam heating, taxidermist, terra cotta, type foundry, vinegar and catsup, wire works.

The increase of bank capital and deposits is a good index of the recent remarkable development of St. Paul:

Capital of St. Paul banks, 1870.....	\$900,000
Capital of St. Paul banks, 1882.....	3,250,000
Capital of St. Paul banks, 1883.....	5,550,000
Increase in capital of St. Paul banks in one year.....	\$2,300,000
Exchange sold in 1870.....	\$16,637,563
Exchange sold in 1883 (by National banks alone).....	103,683,070

V.

SUMMER WATERING PLACES AND EXCURSIONS.

St. Paul people think they must go away in summer, though the climate of their city of many hills is delightful, save for a few hot days. It is not that their homes are not comfortable and healthy the year round, but they enjoy a change as much as the residents of the big, hot cities of the East. The many beautiful Minnesota lakes near at hand tempt them to build cottages for summer dwelling places, or to inhabit hotels in the gregarious crowded fashion of Long Branch and Cape May. White Bear Lake, with its deep, blue waters and bold, wooded shores, is only half an hour's ride distant by rail—nearer, indeed, in time, than the suburbs of the city. It has three hotels, a village of cottages, and a club house, surrounded by pretty villas. Life in the latter can be made as exclusive and expensive as people with plenty of money may desire. Lake Minnetonka is reached in about an hour. Its principal hotel rivals in size and appointments the Oriental at Manhattan Beach, and the West End at Long Branch. There are several smaller hotels at different points on the intricate shores of the lake, and numerous cottages and boarding houses. So highly esteemed is cottage life on these lakes, that from \$1,000 to \$3,500 is asked for building lots of 100 feet front fronting upon the water. A score of other lakes might be named which make a more modest figure in the list of summer resorts, and are frequented by quiet people who like to go where the black bass fishing is good, and there is no crowd.

Minnehaha Falls and old Fort Snelling are reached by rail in a half hour's ride, or by a little steamer on the Mississippi. To go down the river by boat to Red Wing, on Lake Pepin, and then back by rail, is a pleasant day's excursion. For longer trips there are Lake Whipple and Detroit Lake, each about half a day's ride away, and the Lake Superior towns of Duluth, Superior, and Ashland can be reached by a short day's run. On the shores of this great inland sea, little is wanting of ocean impressions save the salt air. You have the white-capped waves, the sandy beach, the vast horizon sweep of sky and water, and the feeling of immensity and grandeur.

VI.

WALKS AND TALKS.

You guess at once, after a stroll or a drive about town, that St. Paul must be a remarkably healthy city, from its situation high above the river, and the natural drainage afforded by its irregularities of surface, and also from the dry, bracing, northern air, blowing over hundreds of leagues of pine forests. Of this air, you take long, full draughts, as if it were some delicious elixir of life. Statistics show that the death rate is less than half that of New York.

In St. Paul, in 1883, the number of deaths per 1,000 inhabitants was 11.72; in New York, it was 25.30; in Philadelphia, 21.70; in Cincinnati, 19.50; in Milwaukee, 19.30; in Chicago, 20.70. Excellent, pure, cool lake water, and a good sewerage system add to the favorable health conditions, and they will be further improved when more paving is done. If loss of temper shortens life, as physiologists claim, the chief obstacle to great longevity in St. Paul must be the bad sidewalks of rickety planks, at which every body grumbles except the municipal authorities, who ought to have torn them up long ago and put down brick or stone in their places.

The city is fairly well supplied with hotels, but the tide of business and emigrating travel causes them to be overfull during the spring and summer months. There will be plenty of business for the fine, new, million and a half house called the Ryan, now in process of building. The Metropolitan is the leading house at present in rank, and is a favorite with tourists; the Merchants is the largest, and is much frequented by commercial travelers; the Windsor is a very comfortable place for families and business men; the Livingston is a handsome new hotel of

moderate size. There are several smaller houses of good standing.

St. Anthony Hill, about a mile from the business center, is the fashionable quarter, and Summit Avenue is its most attractive street. Give the trees a few years more growth, and let the lines of stately houses stretch out a mile or so farther, and this broad avenue will rank among the famous thoroughfares of America. Skirting the high bluff, it has the incomparable advantage of a vast and inspiring landscape opening out in beautiful vistas between the houses on its southern side. In the dwellings and their lawns and gardens, both liberality and taste are shown. The architecture of the newer houses shows that the mania for odd and fanciful effects, which rages at Newport and Long Branch and in the New York suburbs, under the name of the Queen Anne style, has already reached the banks of the Mississippi in its western march.

There is no lack of educational facilities here. The city has already spent over a half a million in its seventeen public school structures, and is about to build five more. The High School building cost \$135,000. In the suburbs are two colleges, Macalester, which belongs to the Presbyterians, and has an endowment fund of \$75,000, and Hamline, a Methodist institution. Sixty-two churches are an ample provision for all religious needs, and at the same time an evidence of an active religious life.

A walk across the bridge which spans the Mississippi is always delightful in fine weather. The bridge slopes down from the high bluff on the left bank of the river, to the low ground on the right bank, and crosses a green island where there is a pretty boat club house. From midstream, the view of the rushing current below, and of the whole business front of the city, perched upon a lofty sandstone cliff, and flanked by the bosky suburbs of St. Anthony Hill and Dayton's Bluff, makes an impression not

soon forgotten, even by a veteran and callous traveler.

St. Paul has three daily newspapers. The *Pioneer Press*, the Republican morning paper, is a notable result of journalistic growth, absorption and amalgamation, and is the best newspaper property in the entire West outside of Chicago and St. Louis. Its field of circulation is by no means limited to Minnesota, but covers portions of Wisconsin and Iowa, the whole Territory of Dakota, and all of Montana east of



the Rocky Mountains, besides reaching up into the foreign country of Manitoba. It is strong both in its news and editorial departments. The *Globe* is the Democratic paper, and serves in a rather independent way the interests of its party in both St.

Die Volkszeitung, and the weekly and monthly periodical press embraces fifteen papers, including German, French, Norwegian and Swedish publications.

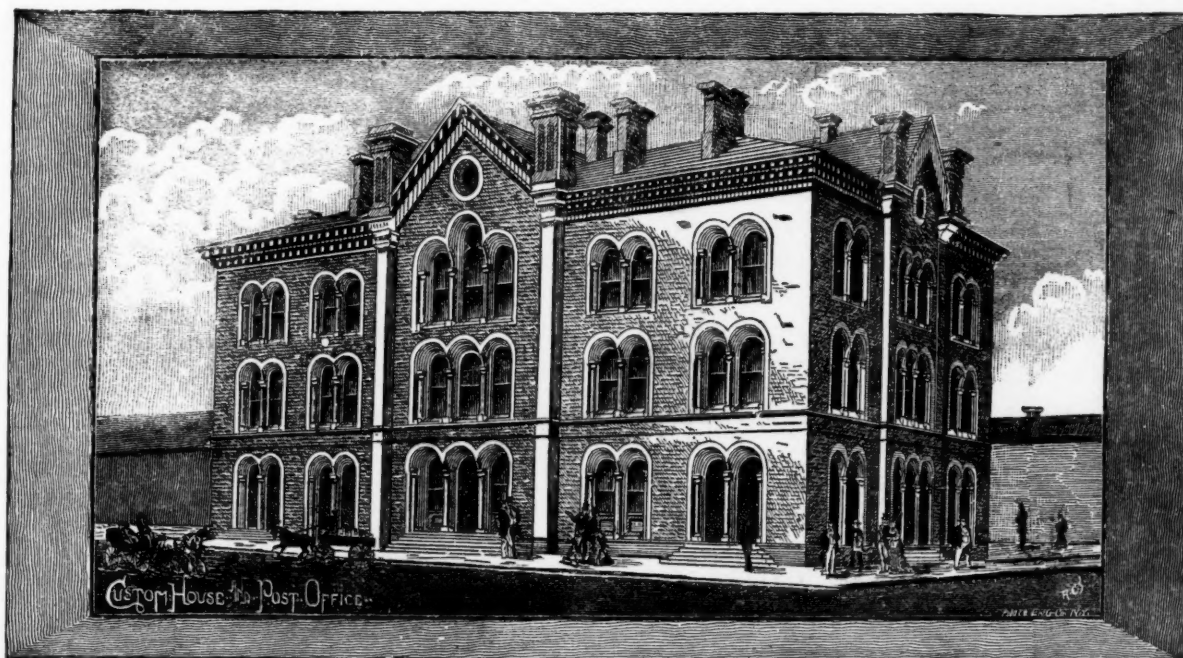
VII.

THE CHAMBER OF COMMERCE.

This body is the most potent and peculiar institution of the city. It is not only a Chamber of Commerce in the general acceptance of the term—that is to say, an association of citizens having large commercial and other business interests, but it is also a sort of revisory and advisory commission which oversees the work of the City Council and the State Legislature, looks after the rights and interests of taxpayers and protects the general welfare of the community. If any branch of the city government appears to be remiss in its duties the Chamber sends a committee to remonstrate with the officials in charge. If there is an ordinance pending in the Council or

a bill in the Legislature that is objectionable, the matter is discussed by the directors of the Chamber, and resolutions passed condemning the measure. In like manner salutary ordinances and bills are prepared by the directors and brought before the

Council or Legislature, as the case may be. The Mayor, City Attorney and City Engineer usually attend the meetings of the directors. A list of the committees of the Chamber will show the wide range of its activity. There are Standing Committees on Statistics and Correspondence, Finance, Mercantile affairs, Manufactures, Transportation, the Mississippi River, Streets,



Paul and Minneapolis. It has grown very noticeably in size and circulation of late, and displays a good deal of enterprise in gathering the news of the Northwestern field. The *Dispatch* is the evening paper. It is an old institution of the city, lively and entertaining, and aggressively republican in its politics.

There is a well-edited German evening daily called

Roads and Parks, Health and Sanitation, Buildings and the Fire Department, Taxes, City and County Officials, General Improvement, the Legislature and Nominations, and there are besides numerous special committees created for particular purposes. The Board of Directors consists of forty-two members, and contains many of the city's ablest and most public-spirited men.

Let it not be supposed for a moment by the stranger to St. Paul's affairs, that this is a body of talk and resolutions only. Its action carries the weight of the largest taxpayers and most enterprising business men of the place, and in real power it is a sort of senate for the City Council. Its requests and remonstrances are not often disregarded. As a stimulus to progress and a check on municipal extravagance it is an admirable institution. Few things are done on a large scale for the benefit of St. Paul in which the Chamber of Commerce does not take the initiative. The Chamber of Commerce building now in process of erection will be, perhaps, the finest architectural ornament of the city, surpassing in this respect the state capitol, in planning which economy was studied at the expense of external appearance. The capitol, by the way, is a sensible, practical sort of a structure, but it can hardly be said to typify the wealth and stability of a great State like Minnesota.

VIII. LIVING IN ST. PAUL.

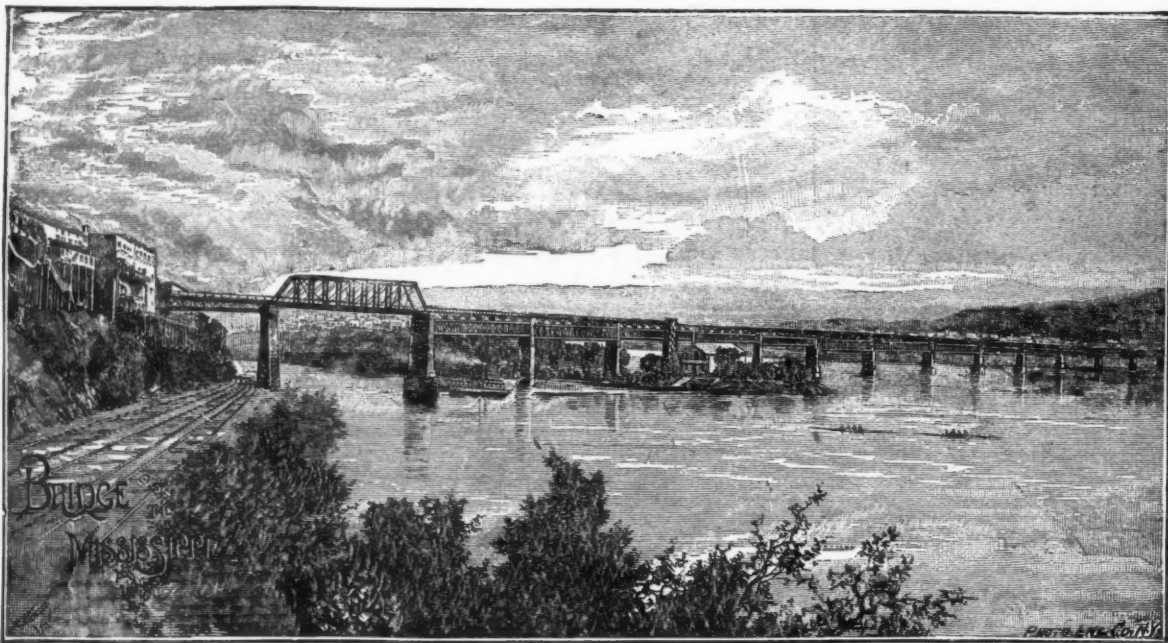
Living, on the whole, is neither cheap nor dear in St. Paul as compared with other cities of about the same size, whether in the West or East. Rents are high. The demand for houses so far outruns the supply that landlords are able to obtain ten or twelve per cent on their investments. In cities like Philadelphia or Brooklyn they are contented with five or six. Besides, houses for rent are not as well built as in the East, as a rule, and the landlords have a singular custom not at all agreeable to the tenant of providing no gas fixtures and no range. Most of the dwellings are separate buildings, but the fashion of building in rows to economize ground has come in with high prices for real estate.

In the market, meats are about twenty-five per cent cheaper than in New York, and there is about the same difference in vegetables. Groceries are a trifle higher, but the difference is not noticeable. Although nearly 1,500 miles from the seaboard, oranges and bananas are almost as cheap as in the Atlantic cities. Strawberries get down to twenty cents a quart long before the local season begins. Dry goods, clothing and other merchandise considerably higher than in New York. Servant girls get from \$10 to \$15 a month—about the New York rates—and there is the usual complaint which one hears from Boston to Oregon about the difficulty of getting good ones.

Fuel is an important item in housekeeping expenses, on account of the long, cold winters and the distance to the coal fields. Anthracite, which is most used for house-warming, costs from \$9 to \$12 a ton. Competition is brisk in all lines of trade, but as a rule larger profit are expected than in the East. This is especially noticeable in small articles. Your morning paper costs you five cents instead of two or three,

me to write after a residence of less than a month. What I hear of it is that it has far outgrown the village condition of universal acquaintance and general affability, and has become reserved and rather exclusive. People do not know their neighbors just because they are neighbors and are not eager to admit new-comers to their list of calling acquaintances. Strangers make their way slowly into the

good graces of the inhabitants. For the rest, it is said that the leaders of the social world are of two elements—the older one composed of families grown rich by the rise in real estate, and the newer one made up of the successful railroad and commercial class developed by the rapid growth of business during the past decade.



and if you think the smaller evening sheet will be sold by the newsboy for a less price you soon find out your error.

There is an efficient street car system, controlled by a single company. You can go almost anywhere in a car when you find out where the different lines run, and the relations of their colors and inscriptions to the geography of the city. The favorite pavement is of round cedar blocks set on end and held firmly by coarse gravel rammed in the interstices.

LAKE WASHINGTON.

Speaking of Lake Washington, W. T., the *Pacific Coast* says: It is the largest tarn in Washington Territory, and is just now attracting considerable attention, not only for what is produced along its shores, but from tourists. The lake has a length of thirty-three miles, and a width of from four to six. As a representative of lakes, buried in wooded regions, it is one of the best on this continent. Lake Wash-

ington is surrounded by heavy forests, which extend in almost unbroken line up the many ridged hills, while back of and overtopping these stands that grim sentinel, Mount Tacoma. The lake is due east of the city of Seattle, and three miles from a central point thereof. Although no bottom has been found with a 600 foot line, there are scores of safe anchorages all over the lake, and the banks on each side slope down into the water, and the beach is gravelly. The lake is fed by numerous small mountain rivers, and the water is of an almost crystal clearness. It was supposed at one time that the government would make use of this magnificent body of water as a fresh water naval station for the building of vessels. There is some talk of this just now. The banks yield coal, iron and lumber, and once this means of connection made an immense and profitable field will be opened up to the world. A company has been formed, and certain contracts for this canal work given out. It is believed that this project will be carried out fully. It is not at all improbable that in the future the great navy yard of

the country will be located at Lake Washington.

NEW ROCKFORD, Dakota, the present terminus of the Jamestown N. P. Railroad is growing rapidly.



The old style of wooden pavement has proved a failure and a nuisance and is being pulled up.

Of the social life of the city it would be absurd for

THE COUNTRY WEST OF THE MISSOURI.

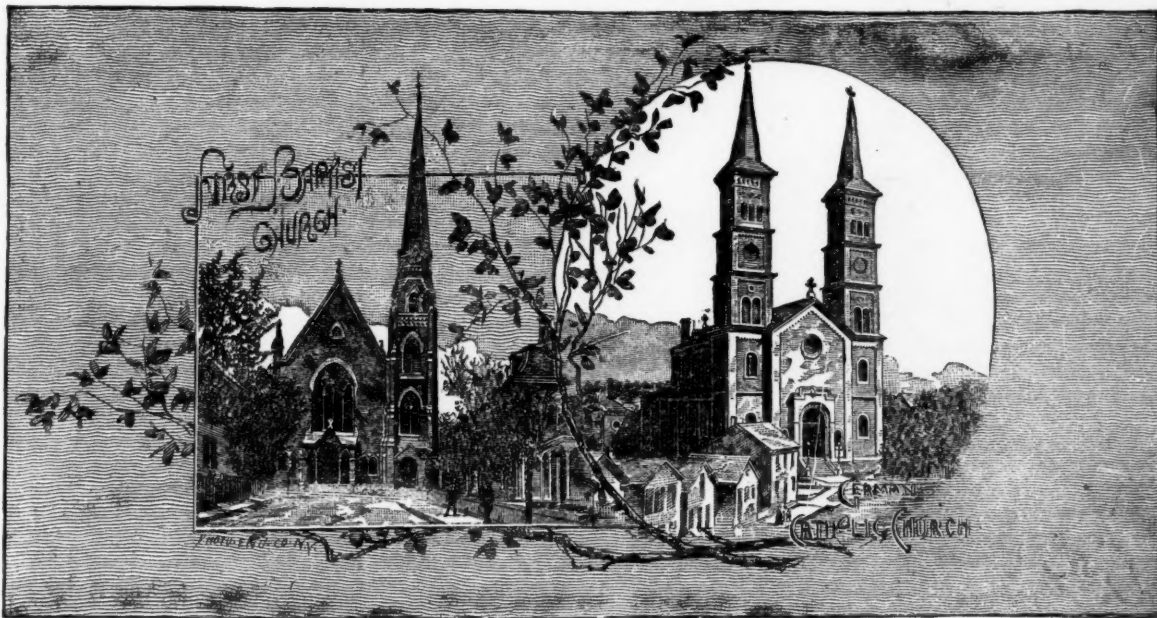
S. Pelton in Dickinson (Dakota) Press.

The term lignite, as defined by Webster, is correctly applied to the abundant coal deposits of this country, although the transformation from wood to a firm mineral coal is imperfect. The coal of the surface veins more closely resembles charcoal, not fully charred, than the firm, hard coal of Pennsylvania.

It is of a brown color, and when fresh from the mines is quite firm and strong, yet if exposed to the sun and air for a time, the grains of the wood soon crack, like wood in seasoning, and slacks into fine pieces; but if housed, it retains its firmness, ignites and burns freely with light flame, makes a very hot, quick fire,

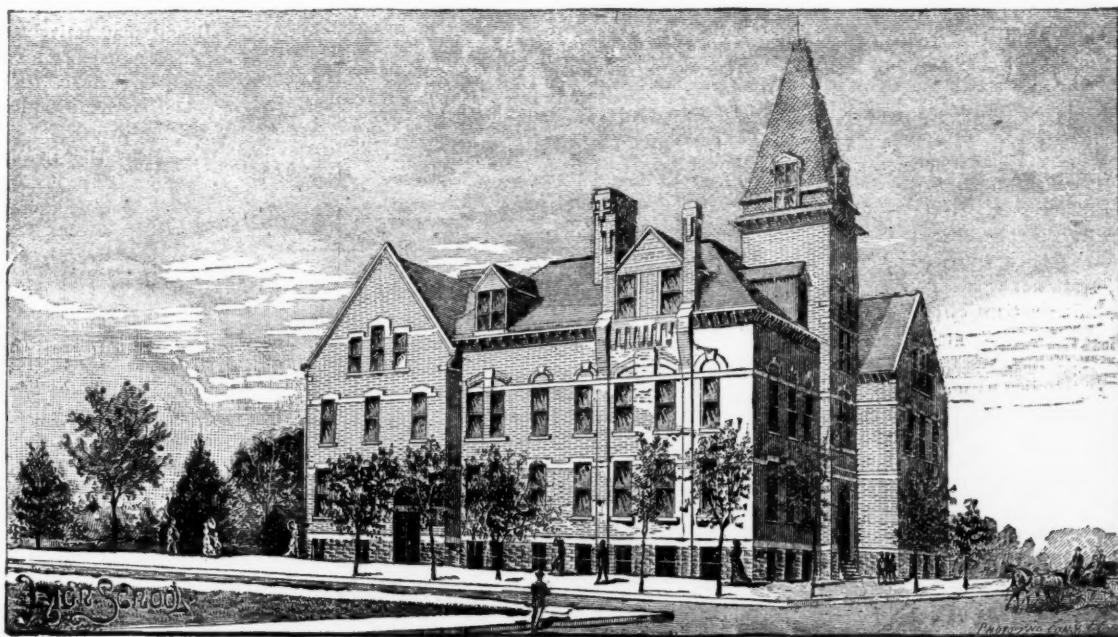
and lasts from one-third to one-half as long as anthracite. In stoves adapted to its use, it is an excellent fuel, better and much cheaper than wood, even if wood were abundant. Egg stoves and common heating stoves are well adapted to its use, with fine grates; but our common coal cook stoves should have a larger furnace and ash pit and fine grates, and all stoves should have a damper in the pipe to hold the combustion in check. It holds fire like dry wood. Fill a large stove with it, and when it gets on fire, close all the dampers at bedtime and in the morning open them, and in a few minutes your stove is red hot; or in daytime, close the lower dampers and open the door, and you have a slow, steady fire. If one of our Eastern stove firms will get up a good cook stove, with fire box about twice the size used for hard coal, large ash pit and fine grate, they can make a fortune here in selling them. The deep vein that are twenty or more feet below the surface are quite black and solid when taken from the pit, yet slack in time when exposed. I think the abundance of the outcropping coal in the country more than compensates for the scarcity of wood, while the latter is abundant in many places. On Knife River, and at Kildeer Mountain, twenty-five to forty miles north, oak, ash and other timber is found in moderate quantities; also, cedar

and other varieties are quite plenty in the "Bad Lands," forty to fifty miles west. White pine lumber from Minnesota sells here for \$30 to \$45 per M. There is no sod here strong enough to make sod houses or stables. The sod is no stronger when fresh turned than clover sod, yet has fine roots about the size of fine cotton yarn, running down three feet. Two good horses turn the dark brown soil four inches deep with sixteen-inch plow very comfortably, and if



CHURCHES IN ST. PAUL.

you try to push partially turned sod quickly, your boot will go through it. When freshly turned, it could easily be harrowed up fine. The great want of this country is farmers of some means to improve it and give employment to the many poor, industrious men who are trying to convert their homesteads into



HIGH SCHOOL, ST. PAUL.

farms. Teams are high and scarce. Labor is high yet more capital is wanted, which can be very advantageously invested. The best time for emigrants to come is the last of March or fore part of April. Those who come to recover health, especially for weak lungs, should come in May or June. Consumptives should move into the mountain valleys west of us to winter for best results.

THE Missoula papers continue to report favorably the mineral wealth of the Bitter Root and Lo Lo Valleys in Montana.

OREGON, WHITMAN AND WEBSTER.

From the Astoria (Oregon) Astorian.

Probably no point in connection with our early State history has been more plainly made or more universally accepted than the statement concerning the connection of Dr. Marcus Whitman with the Webster-Ashburton treaty. Barrows, in his work entitled "Oregon: the Struggle for Possession,"

recently published, has apparently not succeeded in making his ideas on the subject as clear as he would wish, for in an exchange to hand last evening we find the following over his signature: "The facts are these: The Ashburton-Webster treaty was signed August 9, 1842. Oregon was not referred to in it, nor in the official

negotiations or papers, as Lord Ashburton had no instructions or power to touch it. His limits for negotiations were to the Rocky Mountains. When Whitman arrived in Washington, March 3, 1842, the treaty had been signed and transmitted to England more than six months. Therefore, all the reported conversations between Whitman, Webster and President Tyler over the Ashburton treaty, the stopping of the fish trade for Oregon, are pure fancy. No treaty or negotiations on the Oregon question were then on hand, and so there was nothing of any official character for Whitman to stop. He did make that heroic and terrible journey over the mountains and plains between the Columbia and the Potomac, to prevent the sale spoken

of, for the immigrants of 1842 had started in Oregon the unfounded rumor. Nor was the doctor relieved of anxiety about it until he arrived in St. Louis on his journey, where this writer met him, and took his facts."

It must be added emphatically and greatly to his honor, that Dr. Whitman did save the Northwest to the United States by his visit. For he first gave to our government full and accurate accounts of Oregon, its worth to us, and its accessibility, and then took back 875 men, women and children, 200 wagons, and 1,300 head of cattle. The wonderful ride to Washington, diffused and stimulating information, and his returning caravan, gave us Oregon.

FORTUNATE MONTANA FARMERS.

From the White Sulphur Springs (Montana) Husbandman.

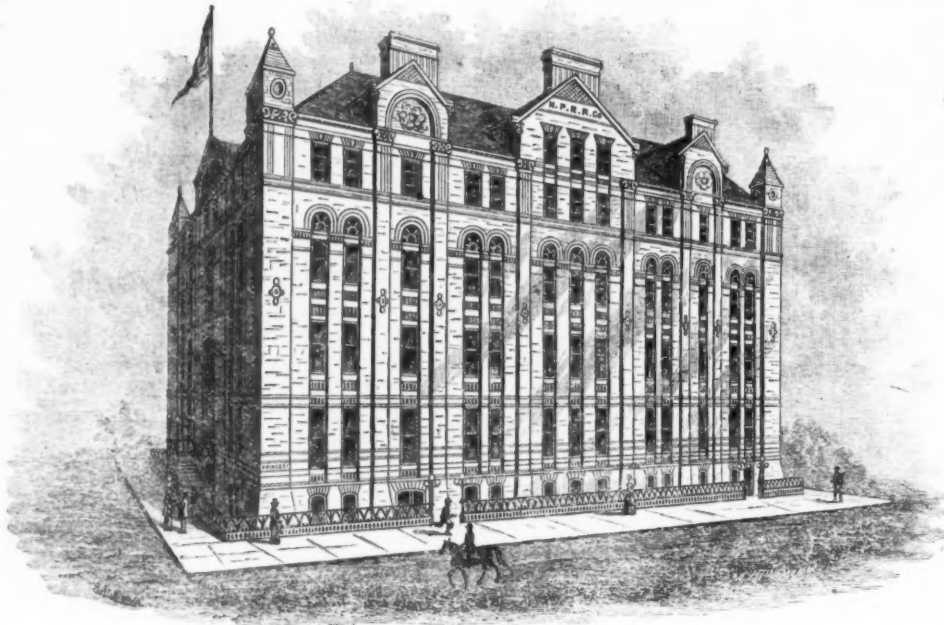
Montana farmers should of all others be the most contented and happy. They have better facilities for plying their vocation, obtain better results with less exertion, and in every way enjoy life better than the average American farmer. They are well supplied with labor-saving machinery. Their lands are well adapted to the use of improved machinery of all kinds, and it is a noticeable fact that its use is much more universal here than in many of the older States. The farmers here, as a rule, are a reading, intelligent people, and keep right up to the times in everything. No sooner is a new implement of merit introduced than they have it; or a new variety of grain or vegetable produced and proven to be good, than they adopt it. They are noted for using the best implements and producing the best varieties of crops, and getting the best yield of any farming people on earth. They are a people of thrift, industry and generous habits, and their motto is "live and let live." In the great States, East or West, which are held up by the public press as the farmers' paradise, the most rigid economy must be practiced in order to make both ends meet. When the farmers of these sections go to town they take their lunch with them, and at noon time sit on their wagons and eat it. Their teams are also fed at their wagons with feed brought from home. How different with the Montana farmer! When he goes to town he puts his team in a stable and puts up at a first-class hotel. Thanks to a productive soil and the system of irrigation which render crops sure, he is not driven to such rigid economy to make a living. Not only this, but he has plenty to eat and wear every day in the year, fat teams and a home well supplied with the comforts of life. We care not what may be said of the toils and privations of our frontier life, we venture that our farmers have more money to buy luxuries with, have their homes better supplied with good things to eat, have more reading matter, more labor-saving conveniences, and more money to use when they go on a visit to the neighboring village, than the farmers of the same wealth in any portion of America, and there is no reason why they should not be contented and happy.

RESOURCES OF THE BAD LANDS.

From the Medora (Dakota) Cow Boy.

A person scarcely thinks he is becoming acquainted with the resources of the Bad Lands when something new is discovered of which he had no previous conception. We have yet to hear of a man who was posted who did not place the Bad Lands at or near the top of all the cattle countries in the United States. Here the productiveness of the Bad Lands was and still is supposed to stop. On the contrary it scarcely begins here. By repeated experiments the soil has been found extremely productive, and it will raise veg-

etables in profusion. The strangest thing about the soil is that the tops of the buttes, from 200 to 400 feet high, have been found far more productive than the bottom lands. Beyond gardening, however, agriculture will never be a success here on account of the broken nature of the country. To the east and southeast, however, no better land can be found anywhere. The buttes, which have



NORTHERN PACIFIC RAILROAD BUILDING, ST. PAUL.

hitherto been considered worthless except for their wealth of coal and the shelter they furnished stock, are now found to be regular gold mines. Red and white brick and potters' clay abound, and of a quality unsurpassed in the world. Fire clay, cement, molders' sand and sandstone, all of the very best



THE NEW ST. PAUL CHAMBER OF COMMERCE BUILDING.

quality, are in almost every butte. The coal, one to five veins of which can be seen in every raw butte, is the best quality of lignite to be found in Dakota. Beyond all this it is certain that there is a large amount of petroleum in the Bad Lands, as many

streams are so thickly covered as to be unfit for drinking. Whether it will pay to sink wells for it is a question which will soon be decided. A great future is certainly in store for the Bad Lands.

TRANSPORTING SALMON.

Commenting on the bad traveling quality of a fresh salmon, the *Astorian* says: Could one of our fine fish

be sent to his royal highness, or his royal mamma, and arrive there in the same condition that it left Astoria, it would indeed be a dish "fit to set before a king," but, unfortunately, the very qualities that make Columbia River salmon the best in the world, preclude all possibility of distant transportation and preservation of its intrinsic merits. A few weeks ago a dispatch was sent from New York concerning the arrival of some "Chinook" salmon, and how delighted the New Yorkers were to get it, and what a high price it commanded, etc. No doubt the salmon that our New York friends so heartily commended was caught in the Columbia, but it is not at all probable that it was other than steel head salmon, which, in point of flavor, bears

the same relation to Chinook salmon that tup mutton does to spring lamb. The steel heads will bear freezing and long carriage, the Chinook will not. The chief difference between the two seems to be in the fact that in the Chinook salmon the oil is in the body of the fish; in the steel heads the oil is in the liver, the rest of the fish being comparatively dry and destitute of that bouquet and aroma which is the chief characteristic of the *salmo quinnat*. An eighteen-carat, yard-wide, all-wool, spring salmon, sent fresh from the Columbia River, would be slightly over-ripe by the time it reached the Atlantic Coast, though its inferior cousins stand the trip very well.

WHAT WOMEN DO IN DAKOTA.

From the Carrington (Dakota) News.

Miss Jennie Kelsie and Miss Anna Chesney have lately made proof on their claims at Oak Gulch. These two young ladies came from Illinois last spring, the former from Galva, and the latter from Abington. They filed in 119-60, hired houses built and some breaking done, and with their own hands planted each six acres of corn and a garden. They lived on their claims continuously for seven months. They expended about five hundred dollars in improvements, living and other expenses, and land office fees. They further assert that they passed the most pleasant summer of their lives and have better health than ever before. Last fall they became the owners of 160 acres each, worth in cash \$1,600 a quarter section. Figuring out all expenses, each of the young ladies cleared \$1,100 last summer. What young lady in the East can say as much?

A good road is to be completed between White Sulphur Springs and Townsend, Montana, by the 15th of July. It will add materially to Townsend's prosperity.

CLEANING UP THE SLUICES.

From H. P. Robinson's *Cœur d'Alene Correspondence of N. Y. Herald.*

When evening comes there still remains a lot of work to do, but the owners mean to clean up the sluices to-night, so, after a few minutes' consultation, two men climb out and go off to the head of the line of boxes to turn the water off, while the rest of us shut up our knives, throw away our spoons, and are glad enough to lie around and do nothing but make idle guesses at what the result of this day's work will be, until the boxes are opened. At last the two men come back, the clear stream of water is no longer rushing through the boxes, and we gather eagerly around, craning our necks forward and shouldering each other for

a place, while one by one the false bottoms, which are pierced with small round holes, are taken out. Then is the supreme moment, and as each bottom comes up with a jerk we press closer still and an "Ah!" of satisfaction runs through the party as the gold is exposed lying in shining drifts and hillocks against the riffles in the true bottom of the sluices. How tempting it looks! There is a good deal of black sand and a few pebbles mixed with it, but for the most part it is pure gold in coarse dust and nuggets running as high as \$3 and \$4 a piece.

Various guesses are made at the moment while the opening goes on, ranging all the way from \$200 to \$1500. But it is the novice who guesses highest, for gold looks to inexperienced eyes much more than it really is, in dust form. When it has all been gathered up and roughly weighed, the \$200 guess is found to be the nearest, for it barely weighs a pound and a half, which, allowing for the percentage of black sand, means about \$250. Still, \$250 is good enough. Counting all the work that has been done upon the claim, it scarcely makes \$2.50 a day to the man, or not half the ordinary wages of labor in these parts. But the work which has taken so long has

been done once for all. If to-morrow's clean-up (for there is another good day's work here in the exposed rock) shows as much, it will make nearly \$5 for every day's work done. Then in three or four days there will come another clean-up, and so on, week after week, till all the twenty acres of claim are worked out. So the owners have every reason to be satisfied. A few days ago, it is true, four men took over \$1,100 from a claim not far from here, at their

nating in mining, and the last half hour of a cleaning up, with the first sight of the bright gold, makes up for many disagreeable things endured.

THE SUN RIVER VALLEY.

What is called in Montana the Sun River country lies about 150 miles north of Helena. It is beginning to attract agricultural settlement. Already it has a town and a newspaper, called the *Sun*, which says of its resources:

People are beginning to look upon the Sun River Valley as a section with a great future, and a desirable place to locate homes in, and to plow, to sow, to reap and to mow, and be a granger man.

There is no valley in the Territory to-day, nor in any other portion of the West, that promises to be a wealthy as

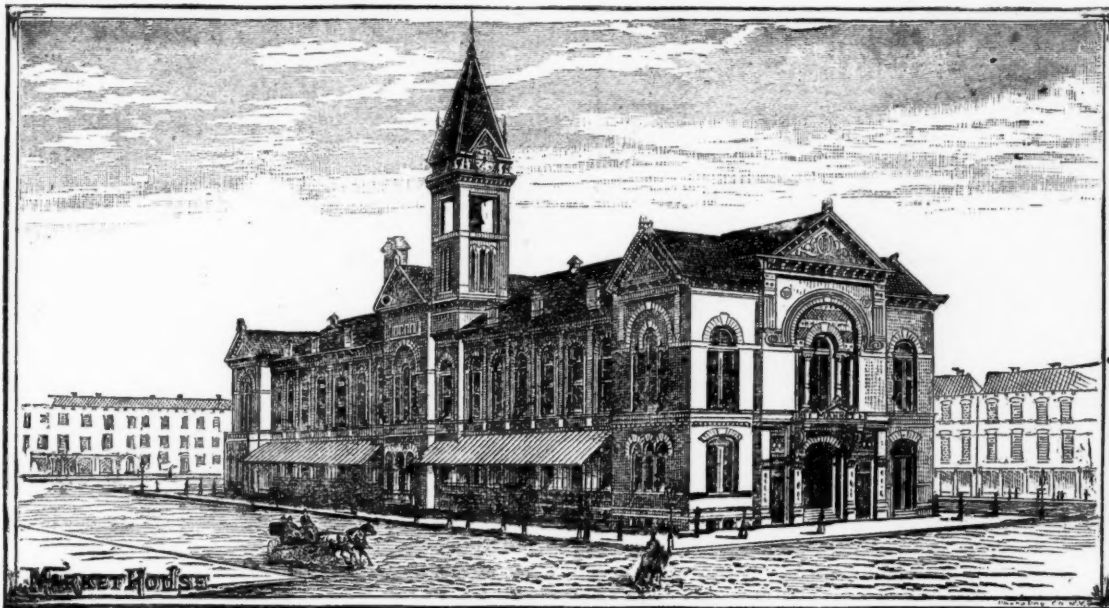
this. There is no valley with such an immense area of fertile and productive agricultural land. There is no valley that has better timber, minerals, or grazing lands and water courses. There is no valley in Montana that is blessed with a finer climate than this, nor one that is more healthy. There is none that produces larger crops, nor surer ones than this. There is no valley in Montana as

wealthy as this to-day, considering its population.

There is no portion of the West that offers such inducements to settlers as this. Most all other sections lack some great essential. Sun River Valley lacks nothing: it is all that the most exacting could ask for. Here a farmer can choose from thousands of acres just the kind of land

he wants; high bench, low bench, bottom or hill-side farms, are here waiting for the nerve and muscle that will break their sod.

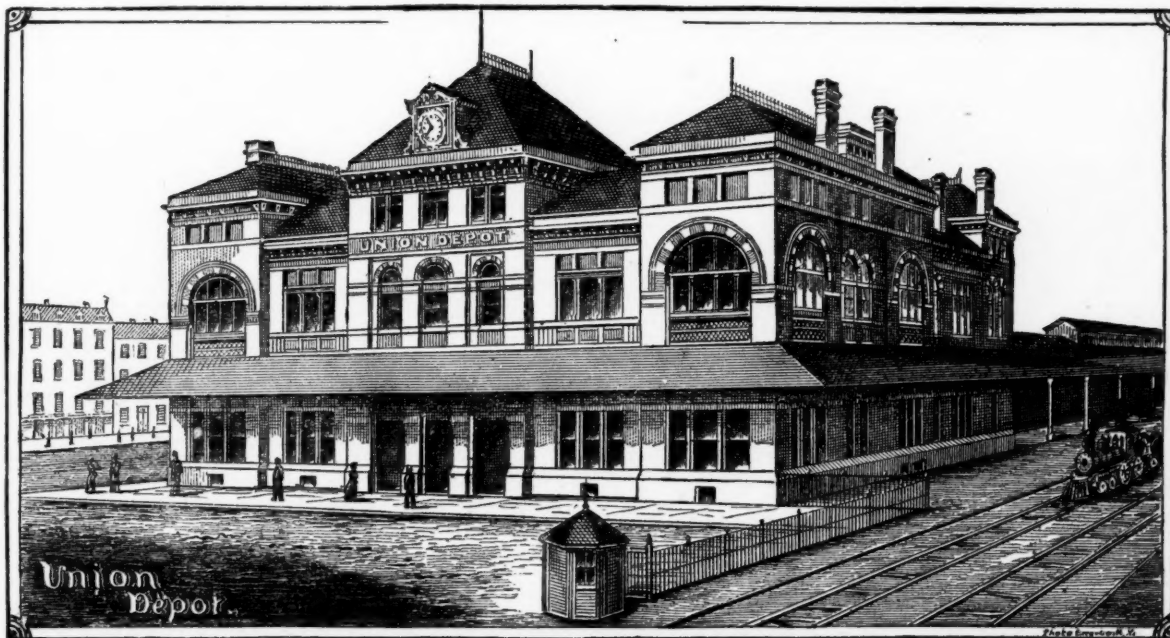
THE *Mississippi Valley Lumberman*, an authority on forestry and lumbering, estimates that 300,000,000 feet of lumber will be used for building this season in the two cities of Minneapolis and St. Paul and the suburbs between them. Yet these are supposed to be hard times.



ST. PAUL MARKET HOUSE.

first clean-up, and have taken out nearly \$2,000 in two more clean-ups since.

But, on the other hand, I was yesterday offered a twenty-acre claim, on which two men have been working for months, for a plug of chewing tobacco. For some nights past, too, I have occupied the same bunk with a gentleman from Portland, who came out two months ago with an elaborate outfit, has pros-



UNION DEPOT, ST. PAUL.

pected a score or so of miles of country, has sunk eighty-three holes and a good deal of money, without finding a color of gold the whole time. To-morrow he goes back to Portland disgusted. So this will be accepted as good enough news in camp, and as I tramped back to Eagle City I confessed to myself that in spite of the mud and water, the heavy rubber boots and overalls, and all the hard work to be gone through, there remains something undeniably fasci-

MONTANA POTATOES.

From the Helena (Montana) Independent.

We have examined the potato fields and the harvested crops of this excellent tuber in Nova Scotia, in Maine, in Canada, in Minnesota and in Montana, and have eaten them from all parts of this country and from Ireland and Sweden; but nowhere have we seen so large crops or so good potatoes as are produced in Montana. It may be put down as fully settled that no country can surpass Montana in the production of Irish potatoes, either in quality or quantity.

This being settled, the question arises, whether our superior ability to produce Irish potatoes can be utilized in any way beyond that of supplying our own wants.

The Missouri River opens to us one of the best markets in the world. The country on the Lower Missouri and Mississippi is not suited to the production of potatoes, and the quality of those produced is inferior to those raised in more congenial climates. The farmers of those regions can make more raising corn, wheat, cotton, hay, and sugar. What potatoes they raise are usually consumed in the autumn and winter, and the spring opens with an active demand at high prices ranging from \$1 to \$2 per bushel.

These markets have been supplied from Ireland, Nova Scotia, Maine and Minnesota. If Ireland and Nova Scotia can send their potatoes to these markets and pay a duty of twenty-eight per cent, certainly Montana can make money in shipping to the same places with no duties to pay.

When the Missouri is improved, boats can make the run from Benton to St. Louis on the spring flood in six or eight days, and the spring flood comes on just when these markets pay the best prices.

There are more than fifty towns between St. Joseph and New Orleans, and the larger portions of eight States to be supplied; and there is no good reason why Montana should not reap the benefits of such a trade.

We believe a million bushels could be sold every year at good profits. That would be no small item on the balance sheet of a Territory or a young State.

A \$25,000 FARM.—The Mitchell (Dakota) Mail says: In 1876, James Foster, of this city, began to open a stock farm, on the north line of Hutchinson County, containing 640 acres. There was much meadow, some timber and a spring, and a postoffice on the place, called Elm Spring. Three years later he sold the place, with its stock, implements and betterments, receiving for the land alone \$3,500 in gold. James Whipp purchased it for a colony of Russians from Odessa. These Mennonites built a house 60x200 feet, and a barn of even larger proportions. Mr. Foster informs us the last visit he made to the place 125 persons occupied the residence. By homestead and tree claim, the colonists have added materially to the area of this farm. Last week William Tideman, agent for an English colony, planked down \$25,000 in cash for the place.

HIS CHANCES OF SUCCESS.

The Cooperstown Courier thus replies to a correspondent in Pennsylvania who inquires as to the chances of success which his son, who he says is "highly educated," would have in Dakota:

"As for the chance for a highly educated young man to get a job here or anywhere else in Dakota, it depends upon the amount of horse sense, industry, ability and character he has. It would be no objection to

hard. Everything you read in Eastern papers regarding Dakota blizzards is strictly true. The Eastern newspaper man will not lie like his Western brother. They are getting worse, according to the Eastern press, and soon Dakota will consist of a dry shower of hail, grasshoppers and rot. In the meantime the country prospers. We have water here and 'religion and worship' and both the water and 'moral tone of society' are tolerable—some call them first-rate. We do not know as you would be warranted in sending your son anywhere. He ought to be able to go without sending. The tone of society is such that we think he wouldn't require to be 'fetched and carried' after the bottoms of his feet become toughened. We think that some capital without the young man would raise wheat profitably. We should like to have the young man come to Dakota, because you would subscribe for the Courier. You enclose too much postage. Our time during seeding is not worth over a cent per hour."

A SPORTSMAN'S PARADISE.

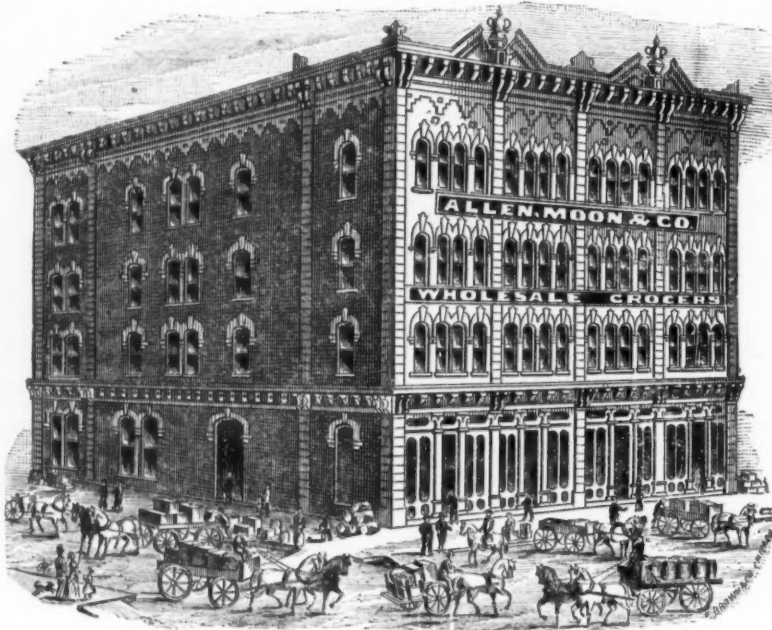
From the Thompson's Falls (Montana) Frontier Index.

Large game is abundant in this region, embracing the true grizzly, the Rocky Mountain gray, the mammoth cinnamon, the black and bald-faced bear; the puma, lynx, wild cat, mountain lion, cougar, wolverine, gray and black wolf, beaver, fisher, fox, martin, black and gray squirrels, blue grouse, pheasant, prairie chickens, golden and bald eagles, geese, brant, ducks, game

fish, etc. Of deer there are three varieties, the large "muley" deer with ears almost as large as a mule's; the ears, face and brush of the tail are black. Specimens are frequently met with of 400 pounds weight, or as large as an elk; its horns are webbed somewhat like the antlers of the moose. Another variety is the silver gray deer, with whitish face and body; a very trim, gazelle-like creature, of as much grace as the springbok; its antlers are the perfection of symmetry. The common white-tail deer is very numerous. Moose, elk and cariboo are often encountered. The pure white goat, with small, sharp, black horns and eyes of a deep black luster, far exceeding those of the Castilian Senorita, abound all the way from the Sawtooth to Cariboo; and from Cariboo northward the genuine ibex and the reindeer are met with in large bands. Mountain sheep, classified in natural history as the "big horn," are plentiful all around us.

The Butte, Montana, *Miner* opposes the repeal of the desert land laws. It says: "This will be detrimental to the cultivation and improvement of that great body of bench land in Montana that can only be made productive by irrigation. This area of agricultural land cannot be made fruitful by individual enterprise, and needs to be brought under

cultivation by means of ditch companies, that have reclaimed such vast quantities of land in Colorado and elsewhere, where large sums have been expended and vast fortunes made by the projectors of these schemes. There is no finer field for investment to-day than in the rich tablelands of Montana, and in the ditch companies that are incorporated under the liberal provisions of our statutes for their reclamation."



ALLEN, MOON & CO., WHOLESALE GROCERS, ST. PAUL.

him if he had graduated from Heidelberg University, if he had preserved his level-headedness during the operation. The chances, however, are against him. Our business houses are not accustomed to advance their help—the help generally advance themselves. While an Eastern house is thinking of advancing its under clerk's salary \$5 per month, the Dakota sub-



MANNHEIMER BLOCK, ST. PAUL.

clerk has married, raised a family, and commenced business on his own hook. The consequence is both do a good business and the country prospers. For the price of wild land consult our land attorneys—you can possibly get fitted out with a section at \$6 per acre. It costs \$5 per acre to break and backset land. Yes, our blizzards are like our wheat—No. 1

SOME OF ST. PAUL'S PROMINENT BUILDINGS.

We print on other pages, in connection with our St. Paul illustrations, engravings of a few among the many fine business buildings which give dignity and character to the streets of the city. The *Pioneer Press* office, at the corner of Third and Minnesota streets, is a solid stone structure, four stories high in front and five at the sides, and is nearly all occupied by the printing establishment, editorial rooms, and counting room of the paper. It is much the largest



LIVINGSTON HOTEL.

printing house in the Northwest, and is equipped with new machinery and type and every invention and appliance of the trade for doing rapid and handsome work. The private office of the publisher, with its old-fashioned fire-place, and its handsome furnishing, is worth seeing as an interior worthy an artist's pencil.

Noyes Bros. & Cutler, importers and wholesale druggists, occupy a spacious building well adapted in its interior arrangement and appointments for their large trade. This is one of the most solid and prosperous of St. Paul firms. It may be said to draw the supplies for its trade from the entire globe, for there is hardly a region on the known earth which medical science does not lay tribute upon for its remedies and appliances. The business of the firm reaches over the whole territory covered by the commercial relations of the city. The growth of St. Paul's jobbing trade is well illustrated by the career of this firm. In 1869 their sales were \$125,000; in 1883, they had increased to \$1,500,000. They send goods as far west as Puget Sound and British Columbia. They are manufacturing chemists, making numerous pharmaceutical preparations. They import many goods directly from foreign countries through the St. Paul custom house, and export ginseng and senega. Besides their principal store of which we give an illustration, they have a large warehouse for heavy goods. They intend soon to erect a new building which they mean to make the finest drug house in the United States.

The Northern Pacific Railroad building is, perhaps, the most substantially built and best finished structure in the city. It is practically fire-proof, the floors being laid on arches and the stairways being of stone and iron. The entire structure is occupied by the various offices connected with the operating department of the Company. The Hotel Livingston

is a good example of the pleasing effect of combining brick and stone. It stands on Wabasha Street, opposite the Postoffice. Its large rooms, new and handsome furniture and its well-managed cafe, make it a comfortable place for both travelers and regular boarders.

The Windsor Hotel, at the corner of Fifth and St. Peter streets, has a pleasing irregularity of form, with its angular shape, its numerous balconies and its annexes of houses built like private dwellings. These houses, connected with the main hotel building, have separate street entrances, and afford desirable quar-



ST. PAUL PIONEER PRESS BUILDING.

ters for families. Illuminated by electric light the Windsor makes a striking appearance at night when seen from Fifth Street. It is well furnished, well-managed and thoroughly comfortable.

The wholesale grocery establishment of Allen Moon and Co., whose building is among our illustrations this month, is one of the strongest jobbing concerns in St. Paul, although among the youngest. It had, however, when started by John H. Allen in 1881, the advantage of being the successor of a very

JNO. SUMMERS, ARCHITECT & OWNER.
WINDSOR HOTEL.

old house, that of P. J. McQuillan & Co., which dated back twenty-three years, and with which Mr. Allen had been associated for nineteen years. D. H. Moon was admitted to the firm soon after its new organization, and in 1882 J. B. Howell became a partner. The annual sales of the firm exceed \$2,000,000, and it employs eight traveling salesmen. Its building is a five-storied structure, 125 by 150 feet in dimensions, on Third Street, convenient to all the railway freight depots, entirely devoted to storing and handling a general stock of groceries. In addition to staple and fancy groceries, something of a

specialty has been made of tobaccos and cigars, the house having its own brand of the latter, called the "Moonlight Cigar," which is everywhere known in the Northwest.

We give on page eight, among other pictures, a view of the Mannheim Block, where the office of THE NORTHWEST is located. This is one of the finest buildings in Minnesota, and the firm of Mannheim Brothers is the largest retail dry goods concern in the city. It is as well known here as R. H. Macy & Co. in New York. Of the building we can say from knowledge that its broad halls, high ceilings, big



NOYES BROS. & CUTLER'S WHOLESALE DRUG HOUSE.

windows and fast elevator make it an admirable structure for office use, and show a commendable liberality on the part of the owners.

The space which we can devote to St. Paul in a single number only permits us to illustrate a few of the large business concerns. In a future issue we shall take up the subject again, and give views of other prominent buildings in the city.

NEAR Mount Adams, W. T., is a cave floored with ice. Instead of running laterally into the side of the mountain, the entrance is a perpendicular shaft fifteen feet in diameter, and the same in depth. The change of temperature upon entering the orifice is like dropping from a hot kitchen into a refrigerator. The sun shines upon a mound of snow in the opening without producing any effect. Inside of the cave one can walk seventy-five feet in any direction upon a pavement of solid ice, the ceiling above being studded with the most beautiful stalactites.

WRITING from Rogue River Valley to the Independence (Oregon) *West Side*, a correspondent says: The staple products of the country consist of wheat, corn, oats, barley and fruits. It is claimed that this is as good a corn-producing country as either Iowa, Kansas or Nebraska. Under good tillage the usual yield of corn is from fifty to seventy bushels per acre. Peaches, apricots, and grapes flourish very finely here. The day is not far distant, in my opinion, when viticulture and peach raising will be the chief industry of this valley, the climate and soil being particularly adapted to the successful cultivation of all kinds of fruit, excepting the citrous varieties. A forty-acre peach and grape farm will yield a larger income than most grain farms of 160 acres. The price of lands ranges from \$5 to \$50 per acre, owing to locality and quality of soil, etc. Good grape-growing land can be purchased for \$5 and \$20 per acre.

The Northwest.

A Monthly Journal, devoted to the development of the
New Northwestern States and Territories.

[Registered at the Postoffice as Second Class Matter.]

THE NORTHWEST has subscribers in 37 States and Territories; also in Canada, Great Britain and Germany. Its present circulation is 13,000 copies.

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The Northwest,

St. Paul, Minn.

WINSLOW, LANIER & CO., BANKERS,

26 Nassau Street, New York City.

NEGOTIATE RAILROAD LOANS.
ISSUE LETTERS OF CREDIT FOR FOREIGN TRAVEL,
RECEIVE THE ACCOUNTS OF DOMESTIC AND FOREIGN BANKERS, MERCHANTS AND CORPORATIONS.

ST. PAUL AND MINNEAPOLIS, JUNE, 1884.

THE prospects for a heavy yield of wheat in the Red River Valley were never better than now. Some of the farmers expect to get forty bushels to the acre.

THE Northern Pacific is the longest railroad in the world. An average of 100 trains are constantly moving upon it. Sometimes the number is as high as 150. The rolling stock of the road, if made up into one solid train, would occupy fifty-six miles of track.

THERE are two gaps in the Canadian Pacific Railroad—one of 350 miles around Lake Superior, and one of 300 miles in the Rocky Mountain region. Two years more will be required to fill up these gaps. Then the road will be open from the Canadian cities to Port Moody in British Columbia. It will be many years before it will earn the interest on the cost of construction.

THE New Salem Colony in West Dakota is one of the most prosperous settlements beyond the Missouri. The colony has purchased about 25,000 acres of land from the Northern Pacific Company and has taken up fully as much Government lands in addition. An offspring of the New Salem settlement has established itself on Big Knife River, and has started a town called Mercer. Most of the colonists are Germans from Illinois, Minnesota and Wisconsin. Nearly all had some means with which to begin life in their new homes, and are practical farmers accustomed to hard work.

MRS. JAMES A. GARFIELD and 500 other residents of Cleveland have petitioned Congress to pass the bill providing for the return of the Nez Perces Indians to

their old home. The settlers in Idaho and Eastern Washington, whose relatives and friends were massacred during the outbreak of these Indians, protest vehemently against having them again for neighbors. The Nez Perces are as intelligent and honest a tribe as can be found in the West, but they are nevertheless savages, and when they got angry at the whites, they began what they called war in the usual savage fashion by falling upon the homes of the defenseless settlers and murdering their wives and children.

It will be good news to tourists and other travelers over the Northern Pacific Railroad to learn that the great Snake River bridge at Ainsworth, Washington Territory, is now finished and in use. Among the Northern Pacific bridges this structure is only second in magnitude to the Bismarck bridge across the Missouri. It cost \$1,250,000, and was two years building. The draw is 346 feet long, of iron. The whole bridge is 1,541 feet long, and is twelve feet above high water. The often tedious work of ferrying trains across the Snake will now be unnecessary. The transfer boat Frederick Billings, formerly in this service, will be used to cross the Columbia in connection with the Cascade Branch.

WE do not advise young men to emigrate to the Northwest who have no trade and no capital to start in business and who are not accustomed to some sort of hard work. In new communities, as in old ones, there is pretty sure to be a surplus of intelligent, ambitious young fellows who never did a day's hard work in their lives, and who think themselves born to earn good salaries as salesmen, cashiers, agents, or in some other easy avocation. The opportunities which the new northwestern regions offer are not for this class of people, but for farmers, mechanics and pushing business men, who have a little money with which to make a start, or for rough handed laborers, willing to toil hard and trust the future to bring them ease and comfort.

MONTANA cattle men are taking the position that the ranges are already fully stocked and are combining to refuse the privilege of the round-up to newcomers. In spite of their rather surly and selfish disposition, thousands of young cattle have been shipped into the Territory from Iowa this season, for the purpose of starting new herds. The truth is, that the ranges are far from being fully stocked, but the old occupants want the unused grazing lands for the future increase of their own herds, and are therefore unfriendly to newcomers. The interests of Montana, however, lie in the direction of small herds well cared for and of an increased pastoral population, and not in that of increasing the wealth of a few so-called "cattle kings."

WE want to say a word to Dakota farmers. Diversify your industry. Don't depend on wheat alone. We know it is a fascinating crop—so easy to raise and so profitable, at least in the calculations on paper, but there is more money to be made in general farming. Raise oats and barley. Try Indian corn as an experiment, on a small scale at first. Keep a few head of stock and few dozen hens. Fatten pigs for your own pork supply. Above all, keep cows enough to abundantly supply your family with butter and milk, and to have a surplus of butter with which to buy groceries. It is not true that stock-raising is unprofitable in Dakota. The winters are no longer than in Maine, New Hampshire and Vermont, and stock is kept in those States with profit on land worth \$100 an acre. Then why not in Dakota on land that cost only three or four?

OUR NEW LOCATION.

THE NORTHWEST has acted on the advice it has been giving to its readers all along, and has gone West. Its principal office is now in St. Paul, in the Mannheimer Block, at the corner of Third and Minnesota Streets. It has also an office in Minneapolis,

in the City Hall building. Established in the prosperous twin cities of Minnesota, which together form a gateway for all the new regions traversed by the Northern Pacific Railroad, our journal will be better fitted than before to represent the interests of those regions and to describe their resources, their advantages for settlement, and their opportunities for industry and enterprise.

On the occasion of this new departure, we may be permitted to say a few words to new readers and old ones. THE NORTHWEST was established in Philadelphia in 1870 as a small monthly newspaper, called *The New Northwest*, and devoted especially to aiding the Northern Pacific enterprise. It was published in that city continuously until December, 1882, when it was purchased by its present proprietor and removed to New York. Since then it has grown notably in dimensions, and has assumed the form of an illustrated magazine, widening at the same time its field of view so as to embrace all the new Northwestern States and Territories, and obtaining a subscription list that now extends to all parts of the country. Its success has not been due so much to its own merits as to the interest felt throughout the older portions of the United States, and also in Europe, in the great area of attractive new country thrown open to population and enterprise by the building of the Northern Pacific Road—an interest which has secured a cordial welcome for a publication especially devoted to making known the plain facts about that section.

The place for such a periodical is evidently in the region it represents. With the benefit of the many advantages growing out of its new location, we hope to make it more interesting and valuable to its subscribers than ever. Meanwhile, we ask the support of the business interests of St. Paul and Minneapolis, already enjoyed to a considerable extent, in the way of liberal advertising patronage. THE NORTHWEST is an advertising medium of peculiar value to the merchants, manufacturers, real estate agents and other important business firms of these two cities, for the reason that it goes to thousands of people who are either living in the region tributary to this double trade center, or are intending to go there. It circulates in every town between St. Paul, Minneapolis, and Duluth, on the one hand, and Puget Sound on the other, and is also read by large numbers of persons in the Eastern, Middle and older Western States, and in Canada and Great Britain, whose interest in it grows out of the fact that they intend to emigrate soon to the Northwest or have property there.

We make no secret of the circulation of our journal, and present no inflated figures to the public. Our regular edition is now 12,000 copies. Of the present number we issue a large extra edition on account of the illustrated article on St. Paul. We confidently expect to see the circulation grow from month to month in the future as it has done in the past. The periodical manifestly has a wide field of usefulness open to it. This field it will endeavor to occupy with fairness, liberality and honesty, as well as with zeal and energy.

POSSESS THE LAND.

Get a foothold on the soil is our earnest advice to the tens of thousands of sturdy, industrious men in the older portions of the country who are working for wages. The possession of land gives independence and that contentment which only those who are their own masters can feel. The opportunity now open for getting fertile land in the West at no other cost than its occupancy and cultivation, will not last long. In a few years all the arable government land remaining will be taken. The stream of Western migration is so great that it will soon spread over all there is left of Uncle Sam's farm worth taking. No one who has made up his mind to go West should postpone the important move for another year. Outside of Dakota and Washington it is now hard to find a good homestead or pre-emption claim that can

be tilled without irrigation. In Montana there are still chances to get claims upon which water can be brought at small expense. If the present movement to those Territories continues for two years more, there will be very little free land for the immigrant worth taking. So we say, go this season.

Ah, but isn't it a life of loneliness and hardship way out there in the far Northwest, we are asked. No particular hardship if you have some means to make a start with. The railroads will bring you all the comforts of Eastern civilization, at a cost not much higher than you are accustomed to paying. As to loneliness, there is no more of it than in the life of a farmer's household in Illinois or Wisconsin. The neighbors may be a little farther off, but they make up for distance by being more neighborly. The nearest town is perhaps not so convenient, but there are many new interests in a new country to occupy the mind, and the settler and his family are too busy in their new home for a year or two to feel much need of society.

Remember that the farmer is never thrown out of employment. There may be strikes and suspensions in mills and factories, but seed time and harvest will not fail, and the earth will not cease to yield her increase. The farmer's lot may be one of labor and self-denial, but he need call no man master or fear that he will be out of work and his family out of bread.

THE CASCADE BRANCH

The interests of both of the two grand domains of Washington Territory demand the speedy construction of a railroad over the Cascade Mountains. The grain and pasture regions east of the mountains require, for their prosperity, a direct route to the tide-water of Puget Sound by which they can ship their surplus products. The Puget Sound country especially requires a direct line to the interior for the transportation of its coal and lumber. At present the two sections can only communicate with each other by going around by way of the valley of the Columbia through the State of Oregon. Besides, there is a large, fertile country lying just west of the mountains in the Yakima, Killetas and other valleys, which must have a railroad for its own local development, if it is to become anything more than a remote and sparsely settled district, where the farmers have no inducement to raise large crops because they have no outlet to market.

The Northern Pacific Company proposes to supply this pressing need of Washington Territory. As originally chartered, its main line was to cross the Upper Columbia and run directly to the Sound through one of the passes in the Cascade Range. This line was changed to a branch, at the instance of the senators, from Oregon, and the line down the Columbia and from that river northward to the Sound was declared to be the main line. The latter line forms the base and perpendicular of a triangle, of which the road across the mountains will be the hypotenuse. Having now obtained its connection with the Sound over the long route technically made its main line by act of Congress, the company is lending its energies to build the short line over the Cascades. Its own evident interests require that it shall construct this so-called branch, and if there was any question on this point, its obligations to the people of the Territory and its duties under its charter, would demand that it should do so.

A land grant goes with the Cascade Branch and will be earned by its construction. In fact, twenty-five miles on each end have already been earned. Certain interested parties in Seattle who want to get possession of valuable coal lands embraced in the grant, have raised a clamor in favor of its forfeiture by Congress. Some foolish people, excited by the foolish newspapers of that town, have joined in this clamor until it has swollen to the dimensions of a local craze. The town hoped to be the western terminus of the Northern Pacific Railroad, although

another place was designated as such terminus many years ago. The inhabitants fear that the change of management of the company will prevent this hope from being realized, and thus, from being warm friends of the Northern Pacific enterprise, they have been led by the coal land speculators into the attitude of noisy and absurd enemies. Their antagonism will soon cool off, however, and will accomplish nothing. The Cascade Branch, in which they themselves have a vital interest, will be built and Washington Territory will get its much needed east and west trunk line railroad in spite of the racket at Seattle. It is the intention of the company to build up as far as Yakima City this summer, and to make a definite selection of a pass in the mountains through which the construction work can proceed next year.

NORTHERN PACIFIC BUSINESS.

The recent earnings of the Northern Pacific Railroad Company show a marked increase over the corresponding period of last year and a steady improvement, from month to month, commensurate with the development of the country tributary to its lines. For April the earnings were \$1,438,000, in round numbers, against \$660,000 last year—a gain of \$778,000. This is a very gratifying showing for the stockholders, and its importance in relation to the finances of the corporation is enhanced by the remarkable reduction in the ratio of operating expenses to gross earnings, brought about by the present management. A year ago 70 per cent of the gross earnings were expended in operating the road. In March last only 50 per cent was required, and in April the amount was reduced to 42 per cent. This heavy reduction has been made without any sacrifice of efficiency, and without allowing the road-bed, track or equipment to run down. It is only the result of a strict application of the same economical principles to the management of the company's affairs which a careful business man applies to his own.

Looking for a moment at some details of the company's spring business, we learn that 50,000 head of young cattle have been shipped into Montana to stock new ranches, and that 20,000 more will be forwarded before mid-summer. The eastern movement of beef cattle, after the annual round-up, is expected to be at least 50,000 head. The shipments of wool and hides from Montana will be considerably greater than last year. The movement of ores is constantly increasing with the development of new mines. The hops of Washington Territory begin to make an important figure in east-bound traffic returns. This year's wheat crop in North Dakota will be much larger than that of any previous year. The west-bound freight consists of merchandise, lumber, coal, stock, machinery, agricultural implements and emigrants' movables, and the volume of this business will increase from year to year, as the new regions traversed by the road fill up more and more with settlers. There is not, this season, what is called a "rush" of emigration to the Northwest, but there is a steady influx of a good class of people who go to stay, without any foolish expectations of sudden wealth. All the towns on the Northern Pacific line are doing well. Without any speculative excitement, they are steadily adding to their populations, erecting brick buildings in place of the original wooden ones, and demonstrating their prosperity by putting up gas and water works. The constant increase of the receipts from freight and passengers at their stations is a good measure of their growth.

We do not look for any sudden boom in Northern Pacific affairs, but the stockholders can rest assured that they are out of the woods, and that the income of the company will augment from year to year, until their road ranks with the most productive railway properties in the United States.

THE Supreme Court of Dakota has reversed the decision of Judge Edgerton, that the action of the capital commission, removing the territorial capital

to Bismarck, was illegal and void. An appeal has been taken to the Supreme Court of the United States. The people of Bismarck had a jubilee when the news of the action of the court was received. Work on the capitol building has been resumed, and it is proposed to have the legislative halls ready for the next meeting of the legislature. The executive office is already in Bismarck, but the territorial secretary and treasurer persist in remaining at Yankton. It will be two years before the case is reached at Washington. Meantime the capital question will have been settled by force of circumstances.

A LIST of fifty-seven business buildings, to cost, when completed, \$3,011,600, now going up in St. Paul, was recently published by the *Pioneer Press*. Notwithstanding the hard times the building record of the city for 1884 will surpass that of 1883, which was generally thought to be phenomenal.

THE Northern Pacific Railroad Company's new mammoth iron ferryboat Kalama was launched at Portland, Ore., on May 17th. This boat will be used by the railroad in transferring passengers and freight across the Columbia River, connecting Portland by the Kalama Branch with the Puget Sound Railroad. The transfer—one of the largest boats of the kind in the United States—will be ready for service in about one month. The total cost of the boat is about \$400,000.

PERSONAL ITEMS.

CHARLEMAGNE TOWER, of Philadelphia, has given \$100,000 to the new Baptist College recently established at Tower City, Dakota.

GEO. S. CANFIELD, of the *Northwestern Tribune*, published at Brainerd, has disposed of a half interest in the *Tribune* to A. J. Halstead, a nephew of Murat Halstead.

COL. LOUNSBERRY has sold his interest in the Bismarck *Tribune*, which, under his management, became one of the most successful of the Dakota dailies, and has started a weekly paper called the *Bismarck Journal*.

JOHNSTON LIVINGSTON, of New York, has been elected a member of the Northern Pacific Board of Directors in place of Henry E. Johnston, of Baltimore recently deceased. Mr. Johnston had long been connected with the Northern Pacific affairs. His sojourn in Europe had for the past two years prevented him from taking part in the action of the board. Mr. Livingston is a man of large wealth and high character. The town of Livingston, at the head of the Yellowstone Valley, was named in his honor.

ELIJAH SMITH, of Boston, has been elected President of the Oregon Transcontinental Company, in place of Wm. Endicott, Jr., resigned, and Charles L. Colby, President of the Wisconsin Central Railroad, and Brayton Ives, of New York, have become members of the Board of Directors. These changes promise well for the future of this unfortunate corporation. They signify energetic management, careful financiering, and a speedy elevation of the concern out of the rut of inactivity and distrust in which it has fallen of late.

THE new President of the Transcontinental Company, Elijah Smith, is a man with twenty years railroad experience, and is about forty-five years of age. He built the Burlington and Southwestern Railway, 150 miles in length, and sold it about a year ago to the Burlington Cedar Rapids and Northern Railway. He also built about sixty miles of railway in Mexico, which he sold to the Atchinson, Topeka, and Santa Fe Railway. He has at different times been a receiver of several roads in the West, and is considered in railroad circles to be a man of considerable wealth.

QUESTIONS AND ANSWERS.

[In this Department the Editor will endeavor to answer briefly all inquiries concerning the Northwestern country, openings for settlement and new enterprises, promising investments for capital, railroad securities, etc.]

Because It Is No. 1 Hard.

PEORIA, ILL., May 10, 1884.

To the Editor of The Northwest:

I would like to know why the Minneapolis prices of spring wheat, as I see them quoted in the papers, are about ten cents a bushel above the Chicago prices. Please answer in your paper and oblige R. H. M.

Because the spring wheat bought at Minneapolis is "number one hard," grown in Dakota and Northern Minnesota, and is the best in the world for making the patent process flour, having a larger proportion of gluten than any other wheat.

Northern Pacific Dividend Scrip Interest.

PEORIA, ILL., May 3, 1884.

To the Editor of The Northwest:

I wish to inquire of you if the Northern Pacific Railroad Company has paid, or has any funds on hand to pay, the interest due on the scrip issued July, 1882? If they have any funds on hand what course must I pursue to obtain the interest due? The scrip I refer to was issued for back interest on the preferred stock. Please answer in your next issue, and oblige your humble servant.

MATTHEW KINGMAN.

The Northern Pacific Company is paying the interest on its dividend scrip, and promptly meets all its obligations.

Northern Pacific Lands.

PHILADELPHIA, May 16, 1884.

To the Editor of The Northwest:

Please inform me as to the prices of Northern Pacific lands which can be bought with the preferred stock of the company, and oblige, yours truly,

J. M. S.

The lands for which the preferred stock can be exchanged are only those east of the Missouri River, and are consequently in the older settled portion of North Dakota. The very best sections lying near a railroad line are held at \$8, and from this figure the price grades down to \$4 and \$3. With the stock worth about 50, these figures only represent about one-half of the actual cost of the land to purchasers.

The Truth About Puget Sound.

57 HAVERHILL STREET, BOSTON, }
May 1, 1884.

To the Editor of The Northwest:

I beg to inclose you an article from the Boston Herald, April 30, 1884, entitled "A Gloomy Outlook for Settlers in the Puget Sound Region," which is evidently from the pen of a Herald reporter. Do you consider that much-praised country fairly represented in this statement, or is it grossly belied? I would not trouble you with this if I was not interested in getting all the information possible upon the Northwest. Yours truly,

J. B. E.

The article our correspondent incloses first appeared in the Chicago News. It is exaggerated and unfair. We have always endeavored in THE NORTHWEST to present the exact truth about the Puget Sound country, as about all other regions we describe. It is not a farming country, being covered with a dense timber growth. Nevertheless, there are many good farms along the valleys of the streams. Settlers who go there to engage in agriculture should have money enough to clear land. The towns are not languishing, as the News' article, copied by the Boston Herald, represents, but are steadily growing. Both Seattle and Tacoma have doubled their population in two years. Port Townsend, Olympia and Whatcom are also making marked progress.

A small tributary of Trail Creek, on the Beaver Creek side of the divide between Pritchard and Eagle Creeks, is panning out at the rate of \$14 per day to the man.—Coeur d'Alene Eagle.

LETTER FROM SYKESTON, DAKOTA.

Correspondence of The Northwest.

SYKESTON, May 17, 1884.

Sykeston is the name of the village which, since the construction of a portion of the Mouse River Branch of the Northern Pacific, has sprung up at the terminus of the road. Here emigrants exchange the cars which have brought them from Michigan, Missouri, Illinois and Eastern States, for wagons in which the journey for forty or fifty miles to the Antelope Lake and Mouse River settlements is completed. From time to time these same hardy men re'urn, in winter on snow shoes, in summer in well-laden ox wagons, to trade their venison, fish, furs, hides, etc., at the capacious Sykeston store—a store which for variety of stock would bewilder an Eastern man, and which is said to contain everything which a pioneer settler has ever been heard to ask for during the long frontier experience of the proprietor. But it must not be supposed that Sykeston owes its existence solely to the fact that being at the end of the track it has a great area of country to supply. Around the town lies some of the finest agricultural land in North Dakota. The 6,000 acres in cultivation last year produced the best No. 1 hard Scotch Fife wheat in the district, and has all been sold this spring for seed. The acreage in crop this year will be more than doubled.

For a sportsman this point has many attractions. Prairie chicken and grouse abound in the wheat fields and uplands, and ducks of all kinds, geese, brent, cranes, in the sloughs and lakes. Otter, beaver, mink and muskrat in the Pipestem River which flows through the town. Deer and antelope are always to be found in the timber on the Hawk's Nest Butte, while fish are plentiful in the lakes. There is a solid, business-like air about the little town which assures its steady prosperity. The owners of the townsite have wisely turned their attention to the improvement and settlement of the land, believing that to be the only permanent means of improving town property, consequently Sykeston, having never been boomed, is happily free from the crowd of land lot and insurance men, pettifogging lawyers *et hoc genus omne* which always infest a town as soon as a boom is begun. Farmers and *bona fide* settlers, storekeepers and business men, capitalists and workers are cordially welcomed. Claim-jumpers, loafers and all who want to reap where others sow, will do well to turn their steps elsewhere.

Among other buildings we notice two hotels, stores, livery stables, newspaper office, ice house and an elevator, which, however, will not suffice for this year's crop, and there is a project on foot to build a flouring mill and another elevator before harvest time. The crop this year has been got in in good season and is already three or four inches above the ground. With as good a yield as last year it is safe to predict that Sykeston will before next seeding time have more than doubled its present population. It seems to be a peaceful and thriving community, on the banks of the winding Pipestem River, and to judge from the healthy and happy appearance of the inhabitants, life in Sykeston must be easy and money not very hard to get.

L. T. G.

PRUDENT ADVICE TO EMIGRANTS.

From the Astoria (Oregon) Astorian.

Our candid advice, when written to nine-tenths of those who contemplate coming here, is to stay where they are, because they evidently have their heads filled with false notions concerning conditions which exist here, and which in a great many instances have been fostered by undue exaggerations and unwise newspaper yarns concerning the ease of making a living and the rapidity with which one can grow rich.

A man can get rich in Oregon and Washington Territory if he practice precisely the same rules he would

practice in any other part of the Union: be industrious, prudent, on the square, and be blessed with the power of continuing. Good intentions don't amount to anything; spurts count for nothing; "pitching in" one week and loafing the other three won't make any impression, and in the shortest way we can put it, the whole thing amounts to just this—a man brings himself with him wherever he goes; what he is in Ohio, or Illinois, or Kansas, he will be in this country. Of course there are more opportunities here; there is a better chance; there exist more openings to be independent here than are found in thickly settled communities, and in this is our superiority. No man need want; no man need be dependent—provided he has grit enough to see it through, but if he possess that, he needn't travel far, wherever he may be, to find an opportunity to exercise it.

Then, a good deal depends upon what a man comes here for. If he is looking for "an easy sit," "a soft snap," "a fat take," he will have a pain in his lap before he is here three days. Every one works hard here; some harder than others; and as it goes, the rule in the East is reversed, and the man that works the hardest has the most to show for it. The trouble is that there are in all new countries a good many men in places that they don't fit, that they were never intended for, and that the sheer force of circumstances compels them to occupy.

Another theory that people overlook is that this world is a good deal like a circus: if you want to see the animals and take in the show, you've got to have a ticket of admission. A man that comes here with the idea of "trying it," and staying if it suits him, should not land dead broke. He should have at least enough to take him away if he didn't like it, even if it was rather an unceremonious departure. Sometime ago some youths to fame and fortune unknown, got here with the idea that they would revolutionize the whole existing system of things. They tarried for a season, and finding that they were not of mental caliber heavy enough to carry out the idea they had formed in what they were pleased to consider their minds, they flew away again, and though their memory be dear to some whose names are written up on signs throughout the city, yet we believe they did better to go, provided they stay gone, than had they drifted down into the slums and finally graduated as defendants in the circuit court with the commonwealth of Oregon as plaintiff. So that it would be better for those who are imbued with that idea to come with enough to carry them away or not to come at all.

An Emigrant Singing from a Ship.

BY MRS. S. M. B. PIATT.

Sing on, but there be heavy seas between
The shores you leave and those
Toward which you sail. Look back and see how green,
How green the shamrock grows;
How fond your rocks and ruins toward you lean,
How bright the thistle blows,
How red the Irish rose.

He waves his cap and, with a sorry jest,
Flies singing, like a bird
That is right glad to leave its Island nest.
I wonder if he heard,
What time he kissed his hand back to the rest,
The cry, till then deferred—
The mother's low, last word.

Boy-exile, youth is light of heart, I ween,
And fairy-tales come true
Sometimes, perhaps, in lands we have not seen.
Sing on—the sky is blue.
Sing on (I wonder what your wild words mean):—
May blossoms strange and new
Drift out to welcome you.

Sing on. The world is wide the world is fair,
Life may be sweet and long.
Sing toward the Happy West—yet have a care
Lest Ariel join your song!
(You loved the chapel-bell, you know a prayer?)
If winds should will you wrong,
God's house is builded strong!

Sing on, and see how golden grain can grow,
How golden tree and vine
In our great woods, how apple-buds can blow
And robins chirp and—
And—in my country may you never know,
Ah me, for yours to pine
As I, in yours, for mine.

—Queenstown, Ireland.

HON. FREDERICK BILLINGS.

Few names are more prominently associated with the development of the New Northwest than that of Hon. Frederick Billings, whose portrait we present on this page. He was born at Royalton, Vermont, September 27, 1823, and received a university education at Burlington, graduating in 1844. Commencing at once the study of law, he was admitted to the bar in 1848. The next year his bold and adventurous nature led him to California, where gold had just been discovered. He wisely kept out of the mines and made use of his knowledge of law to open an office in San Francisco and began practice. The firm was at first Peachy and Billings, later it was joined by General Halleck and still later by Trenor W. Park, when it became Halleck, Peachy, Billings and Park. As thus organized it stood at the head of the California bar. Mr. Billings went to England in 1861 as the attorney of General Fremont's Mariposa estate. He returned to California next year, was back in New York in 1863, and again went to the Pacific coast in 1865, this time by way of the Straits of Magellan.

It was during this last sojourn in California that an event occurred which determined the direction of a large share of Mr. Billings' future business activity. He made a trip to Oregon and Washington Territory and became so much interested in the resources of those then isolated regions that he determined to take hold of the languishing Northern Pacific Railroad enterprise. Returning to the East in 1866 he went to Washington and worked hard, but with no result, to obtain a bond subsidy for the company from the Government like that given to the Union and Central companies.

Mr. Billings was prominent in the public life of California during his residence there. He declined a nomination for Congress. The Legislature unanimously recommended him for a seat in President Johnson's cabinet—a position to which President Lincoln a few days before he was assassinated expressed his intention of offering him. In 1869 Mr. Billings purchased one of the original twelve interests in the Northern Pacific enterprise, and in 1870 he entered the Board of Directors and was made chairman of the Land Committee. He has been a member of the board ever since. In 1871 he made his first visit to Minnesota and aided President J. Gregory Smith to select a point on the Red River for the Northern Pacific crossing. In 1872 he went to Puget Sound as a member of a committee sent out to select a site for the western terminus of the road.

In May, 1879, on the resignation of Charles B. Wright, Mr. Billings was elected President of the Northern Pacific Company. He held the position until June, 1881, when the change in stock ownership brought about by the "blind pool" operations of Henry Villard led to his resignation. During his administration the construction of the main line of the road, suspended since the panic of 1873, was recommenced, the company building from the Missouri River westward and from the Columbia River eastward. The financial arrangements with the syndicate of bankers which gave the company funds, through the sale of its bonds, for resuming the task of pushing its road across the vast interior regions of the continent, were made by Mr. Billings. A large

part of the Missouri and Pend d'Oreille divisions were built while he was at the head of the company. As chairman of the Executive Committee and one of the senior directors in length of service, he exercises a marked influence in Northern Pacific affairs. He holds 40,000 shares of Northern Pacific stock, which, with his holdings of bonds, gives him a larger pecuniary interest in the company than any other person.

Mr. Billings lives most of the year in a handsome house on Madison Avenue in New York City, spending the summers on his farm in Woodstock, Vermont. He still regards himself as a Vermonter, and recently gave fresh demonstration of his love for his native State by presenting to its university the library of the Hon. George P. Marsh, the famous scholar, and erecting a building to properly preserve the books. The chief town in the Yellowstone Valley, Montana, is named in honor of Mr. Billings, and its pretty church was a gift to the Congregational Society of the place from Mrs. Billings.



HON. FREDERICK BILLINGS.

Mr. Billings has a robust physique, a large head, prominent features, high forehead, dark brown hair and beard and hazel eyes. He is a man of strong will, great energy, and is a good fighter and a warm friend. Frank and cordial in his manners and with a gift of ready and impassioned eloquence, it is not surprising that his personal influence should be great.

THE HOOD RIVER COUNTRY.

Writing from the Hood River (Oregon) section to *The Dalles Mountaineer* a correspondent says: Come, you water-soaked webfeet, out of the cloud of fog and mist that pervades your latitude, and take refuge under the lee of the snow-capped refrigerating summits of Mounts Hood and Adams, which stand as sentinels to guard back the ocean mist. Come, and fill your lungs with this pure and bracing air, and allow it to drive out that poisonous vapor which is rooting disease in your system. Yes, come from the bunch-grass region and compare our well-watered and well-timbered country with your dry sage brush

plains, and when you do come be sure you stay long enough to get the sand out of your eyes, so that you can see well and appreciate our beautiful mountain scenery. Take a drink of our water right out from under the snow banks of the mountains, and if it gives you malarial fever we will pay the doctor's bill. . . . We have an agricultural society in our district, and although yet in its infancy, it is in a very flourishing condition. Besides the direct benefit we derive from an exchange of ideas and comparisons of agricultural experiments, it creates a desire to excel, and this encourages industry. . . . We admit our soil is not as good as yours for raising wheat. In the first place, wheat-raising doesn't seem to pay any one but the manufacturer of agricultural implements, and the transportation companies; and secondly, it is too much a spontaneous system of agricultural production, and fails to cultivate a thirst for a diversified knowledge of agriculture, and we are apt to grow stupid in its pursuit. We would rather raise fruit, vegetables, and other fine marketable productions, and this is just what our climate is adapted to.

A PLEASANT STORY.

From the Bismarck (Dakota) Tribune.

On yesterday morning's west bound train was a family consisting of father, mother and son. The reporter sought a consultation with the old gentleman, who told the story of his life in tremulous tones, while a bitter tear would occasionally steal from his bedimmed eyes and follow the wrinkles of his careworn face. He and his devoted wife were married fifty years ago the State of New York, from in which place they afterward removed to Illinois. Settling upon a farm they worked long and hard to clear the homestead of debt, but with failure of crops and other misfortunes the debt increased, and the mortgage was foreclosed. Thus, after years of toil and honest endeavors, they were homeless and penniless. Renting a piece of land, they plodded along until their only boy became of age. The son, desirous of doing something for himself, and assist in securing shelter for his parents in their old age, started for the West and squatted upon a homestead in Dakota, which, with the development of the country, grew rapidly in value, and by selling the young man found himself the possessor of several

thousand dollars. This he judiciously invested in town lots and railroad land, and last year he "cleared up" for \$15,000. Building a pleasant home on a nicely located lot in Helena, the proud son's highest ambition had been gratified, and he immediately bought a ticket for his old home in Illinois. In a few days the parents will be cozily situated in their Western home. At even time when their happy boy returns from business, many a sincere blessing will be breathed upon the West and its hospitable people. Soon the old pair will pass beyond the borders of mortality and reach the heaven of perpetual rest, leaving a son whose happiest moments will be those when he calls to mind his journey to Dakota and the pleasant home bequeathed to him and the dear old folks by the generous, bounteous West.

We learn that a Wall Street lamb not only lost all his money, but was obliged to give his broker \$1,000 in the shape of an I. O. Ewe. This is confidential.

GLIMPSES OF WESTERN LIFE.

An Easy Way to Get Mutton.

Thompson's Falls (Montana) Frontier Index.

The hired man of Mr. McDonald, a ranchman at Horse Plains, was startled on Sunday evening by a noise close to the house, and supposing it some kind of game, fired at random in the direction of the noise. He went into the house and thought no more of the matter. The girl afterwards heard something in the same direction and went out to see what it might be. When she reached the spot she found a huge mountain sheep, hanging by his horns, which were fastened between two rocks. The sheep was wounded and in a death struggle. Its horns were eight inches in diameter at the base, and was a monster of its species.

A Minister's Success.

From the Bismarck Tribune.

A minister who has lately made a tour of the West is telling his experience in print, from which we clip the following: "Upon our return we found a most agreeable traveling companion. Six months ago he came to Dakota. When asked if it paid, he said, 'I return with 160 acres of as good land as the country contains, perfect health, ability to walk with ease thirty miles a day, when two miles exhausted me before; an experience and pleasant memories that are to me invaluable; a fund of information from books I never before had time to acquire; a Christian character intensified by opportunities for reading and thought, and a love for the church increased by the realization of its value, because so long deprived of the public means of grace, all this, and some town lots besides, for \$600 and six months' time.' I don't wonder that young man thought he made a good investment of means and time. Another, sitting in the seat before us, like another Methodist, proposed to tell his experience. He came to the Territory a year ago with \$200. He bought three yoke of oxen for \$480. With them he had earned enough to pay for his pre-emption and homestead, had plowed much of his own land and then sold his oxen for \$60 more than he paid. He returned with government receipts for his 320 acres of land, a tree claim secured beside, and had loaned his sister enough to prove up on her pre-emption from the proceeds of the sale of the oxen, and now was coming home to visit his father and mother in Iowa. Both these young men, like every other man and woman we met in the Territory, believed in Dakota.

An Indian Chief Speaks.

From the Mandan (Dakota) Pioneer.

"Lo! the poor Indian," still lingers on our streets. Several days ago an old chief of Medicine Bear's tribe stopped in to see Mr. Gerard, and introduced himself as follows:

"You know who I am, and I need not explain. I come to you hungry and tired. All this fine land was once mine, and I loved it dearly. It was filled with buffalo, antelope and deer for the red man. The great spirit looked down upon us and smiled to see his children enjoying his good gifts. Now, all is changed. The white man has come. The buffalo, the antelope and the deer have gone, and the red man is poor and starving. I have always been a friend of the white man, the spirit of my father taught me to love the white man, yet I am now feeble and poor. You can work and make money and have plenty. I can not work as you do. I have not been taught. My children could learn to do as the white man, but they have no one to lend them a helping hand. My people have always worshipped the Great Spirit, but he has deserted them now. Once he filled their tepees with wampum skins and meat, now they are empty and poor. I know not what has offended the Great Spirit. Some great evil must have been committed against him that has caused him to desert his children and leave them to feed on carcasses of vile dog and pony instead of the fat and sleek buffalo of our fathers. The curse of the Great Spirit is upon me and my people. Our hearts are sad and broken."

The pathetic language of the chief caused many to gather around, and among others was Maj. Mitchell, who found in the chief an old acquaintance whom he knew while Indian agent at one of the Missouri posts. The Major bought the eloquent old warrior a supply of substantial buffalo meat and other edibles and sent him on his way rejoicing.

The Female Claim-Holders.

From the Valley City (Dakota) Times.

In the settlement and cultivation of the prairies of Dakota, man is not entitled to a monopoly of the praise. Woman has become conspicuous among the pioneers, and were all the female claim-holders in the Territory summoned together on dress parade, they would make a creditable, if not a fascinating, show. In traveling over the prairies one now and then comes across a lonely shack, which, with its surroundings, wears an aspect of neatness that distinguishes it from the average carelessly thrown together shanty that suffices to prove the claimants right to the title of proprietor to the 160 acres surrounding. If of boards, the cracks are carefully battened with lath; if of logs, the crevices are closely plastered with mud; hardy morning glories cling around the doorway, and creep along the humble eaves, while small platssmiling with violets, larkspur, lovebell and honeysuckle, transplanted from the prairie, hover around the modest domicile, true indices to the female spirit that rules within. The æsthetic belle, nurtured in the lap of Eastern society, may look down upon these representatives of her sex in the Northwest with scorn, but among the women who are suffering the vicissitudes and braving the dangers of prairie life, there are many who possess accomplishments and a stock of common sense that would raise an Eastern belle to the eminence of queen among her associates did she possess them. The novelty of their situation seems to charm them; their face and form are the embodiments of happiness and health; they as happily enjoy a tramp over the prairie, in search of the boundary lines of their claim, as the society girl enjoys a trip in a dog cart or sail on the lake; they become adepts in the use of rifle and shot-gun; they learn to handle the harvester as do their masculine neighbors, and ride the sulky plow with as much grace as their refined sister would ornament a tricycle. The majority of these pioneers are schoolmistresses, who pursue their Greek, Latin, astronomy, botany or chemistry during their leisure moments in their prairie home through the summer, and pursue their vocation in village or city school-room during the winter months. Thus they preserve their health, keep up their studies, and slowly but surely build up for themselves a home that they can point to with just pride as the fruit of their own labor.

The Indian Pony's Peculiarities.

From the San Francisco Call.

I have a little story of personal experience with one Indian pony that may be read with profit. I rode once with some cattle buyers through the stock ranges of Nevada. My pony (it was called Bob) had drifted into Nevada from Utah, and was known as a buffalo hunter. Bob was as mean looking as a sheared sheep and as bullet-headed as a political opponent. However, Bob and I got along very well the first day of our acquaintance—got along, in fact, about fifty Nevada miles, which I have carefully estimated to be equal to sixty-five Christian miles. The next day Bob was tired, or cross, or bored. He regarded the wastes of sagebrush disdainfully while I shredded my whip upon him, and lunched off the sage brush while I wore out my spurs on his shaggy sides. Then I led him a few miles, and he regarded me in big-eyed meditation. When I remounted, which I did only when my shoes were worn out, Bob appeared so broken up that I felt sorry. I determined to go no farther that day than the ranch house we were approaching, for I did not want Bob's life charged to my cruelty. Just before we reached the house a herd of cattle reached us—I may say reached for us. A big bull—the biggest and wildest bull I remember ever to have seen—selected Bob and me for a target.

Considering Bob's condition, I was about to dismount and take my chances afoot, when Bob started. I believe he thought he was entered for the Derby. You never saw such a rate of speed attained by such a remarkable gait. Bob would alternately roll himself up into a ball and stretch out to three times his normal length; his head would go out of sight into his shoulders, and then go out of sight in the distance. Suddenly Bob stopped—very suddenly—so suddenly that it unsettled my dignity and pose. Looking about I discovered the cause to be that the bull had stopped. Just as suddenly the bull began charging the other way, and Bob—that fool of a Bob—began charging after the bull. If the bull had been a peck of oats Bob could not have displayed more eagerness in the chase.

Between my anxiety lest Bob should catch the bull and not know what to do with it, and my uncertainty as to my seat, I was very unhappy. Bob,

however, appeared to be having a real good time. The chase was kept up for miles, and until the bull suddenly stopped short and swung his big horned head around at Bob and me as we came along. Bob dodged beautifully, and then the bull chased us awhile. That thing was kept up for hours. If the bull would not chase us, Bob would chase the bull; it was all the same to him, just as much fun one way as another. I reckon we chased each other—Bob, the bull, and I—about fifty miles, when we happened upon a little oasis, and Bob and the bull began browsing the unexpected grass together in a most friendly manner. I excused myself and walked back to the ranch.

The Fun of Trapping a Grizzly Bear.

From Forest and Stream.

Trapping grizzlies has its perils and excitements also. The trap employed is of the double-spring pattern, with steel jaws, and weighs complete thirty-eight pounds. The springs are very powerful and have to be bent with levers. It is quite an art to set and place a trap cunningly, and trappers vary in their methods and are chary of explaining them. I will then pass this branch of the subject. Let us suppose, therefore, that the hunter has made his camp in a neighborhood redolent of grizzlies, and that he has his traps set in a likely place for bear. At the end of the trap chain is a ring about five inches in diameter, and this is driven about half a foot over the end of a heavy stick or log five inches through and six or eight feet long. The object of this "clog," as it is called, is to make a trail which can be readily followed, and to hamper the bear sufficiently to prevent his going a great distance away before the hunter can arrive. Great care must be taken that the chain be fastened to the extreme end of the log in such a way that it cannot get across two trees, and so give the brute a chance to use his enormous strength to tear himself loose. Neither must the clog be too large and heavy, or the same result will follow. It may be accepted as a maxim that a grizzly caught in such a trap will eventually get loose, and ordinarily in a few hours. He is generally caught by the extremity of the forepaw, just above the claws; the hold on him is not very great; his exertions to get away are tremendous, and result in so cutting and lacerating the foot that sooner or later he will tear out of the trap altogether. Two grizzlies that I caught got away; one, who was probably taken by the claws alone, leaving some hair only to tell the tale; the other leaving a small piece of his foot as a souvenir. Many had all but torn themselves loose. In one case the foot was almost cut through, and only a small piece of skin the thickness of a man's little finger remained to hold the terribly infuriated monster to the much detested clog.

The traps are set back in dense and gloomy forests near the tangled swamps, where grizzlies love to make their lair. The ground is covered with fallen timber, and travel must be afoot and is slow and difficult. The bear, on being caught, starts off on a tremendous rush for the swamp, which is close by. Here he catches on a rotten log for a second and plows a path through wide enough for a cart; there he hangs on two fallen trees, fifty feet long, but he hangs for an instant only, moves the tree to one side and rushes on. Next he strikes against a tree, and in his rage turns and eats the whole side of it, leaving the fresh white pined with blood stains from his gums. Now he reaches the swamp and plunges deep into its recesses, venting his rage on the balsams and poplars, absolutely chewing down sapplings, and even gnawing them into lengths like stove wood. All this time he is slowly but surely tearing his foot loose from the trap, and surely but not slowly he is working himself up into the most tremendous degree of rage and ferocity.

When you have thus trapped a 1,000 pound grizzly, you have not caught a bear; you have simply caught the devil incarnate! Indeed, the question sometimes is whether you have caught the bear, or whether you have not given him a first-class opportunity to catch you! Now let us see how this is. The grizzly thus caught, and thus worked up into the most formidable ferocity, has to be followed up afoot, first through a dense forest, and then carefully and laboriously into the heart of a tangled swamp, where one cannot see ten steps ahead, and where, if the monster should suddenly rise directly in front and charge trap, clog and all, retreat would be absolutely impossible. Add to this that at the time of the hunter's arrival the bear may have just succeeded in tearing his foot loose, or may have just managed to break his chain, or may have just finished eating up the clog bodily, all of which things have happened in my experience. He would then be in a beautiful state of frenzy, and would be perfectly delighted to wipe out a hunter or two, if only to quiet down his nerves.

THE DREAM GULCH DISCOVERY.

Eagle City Correspondence Spokane Falls Chronicle.

In Eagle City itself things are much more lively now than they have been for two or three weeks. They are more lively now than they were when your correspondent first arrived here. The immediate cause of the revival is, of course, the rich find in Dream Gulch. It was on Sunday that the first installment of dust was brought in from there—five and a half pounds of it—which was said to be the result of four men's work for four days. Within a quarter of an hour of the arrival of the gold in the camp, there was probably not a man in the whole camp but was talking of it. The Senate Saloon, where it was on exhibition, was besieged by a mob of pushing, excited men all day. Outside the sidewalk was blocked, and the roadway choked for twenty yards on either side of the door. Inside was a sea of heads and a surging, jostling throng, every man of which was fighting and elbowing his way up to the counter to get a look at the small buckskin bag and the tray full of the coarse, rough dust and little nuggets. And what good spirits everybody! was in though half an hour before there was probably more grumbling and discontent to the square inch in Eagle than in any city of its size in America! Two days afterwards—the force having been increased—\$963 was brought in from the same claim; and to-day a third installment of \$1,100 has arrived—making something over \$3,000 in five days from one claim! and it is not surprising if the spirits, not only of those who are interested in brightening claims, but of the whole camp, have risen.

One of the immediate results of this sudden strike, and it is the result which Eagle City was more in need of than anything else, is that it will make others eager to open their claims and see what they have got. So far there has been a strong disposition in everybody to wait for everybody else to open up before them, and, though the general excuse has been the snow and the weather, there has really been no valid reason why much more work should not have been done. Now that the people think it worth their while, the snow and (what is worse) water will be ignored, and work will begin in earnest.

CŒUR D'ALENE ETIQUETTE.

From the Eagle City (Idaho) Eagle.

Never go out at night unless you are "heeled."

Don't "jump" a claim unless you think you can whip the lawful owner.

If you "salt" a claim, be sure to do it so effectually that it will not be discovered until you sell for a good price, and have "skipped."

Never mention that you have picked up a \$500 nugget until after business hours, and then say it has been deposited at the express office for safe keeping.

Never refuse to "take a walk" when so advised by a determined man who causes you to look into the barrel of a loaded bull-dog.

If you try to beat a man at his own game and get left, tell him you are glad you came, and that you have had a cartload of fun.

If you have a misunderstanding with a friend, it is allowable to invite him to throw a bottle to the air and shoot a hole through it without breaking the bottle.

If you shoot a man by mistake for some one else it is positively required that you call on the family

immediately after the funeral and apologize.

It is not polite to crack jokes at the expense of a man who carries a self-cocking pistol.

Never carry a handkerchief in your hip pocket. Reaching for it may lead to misunderstandings.

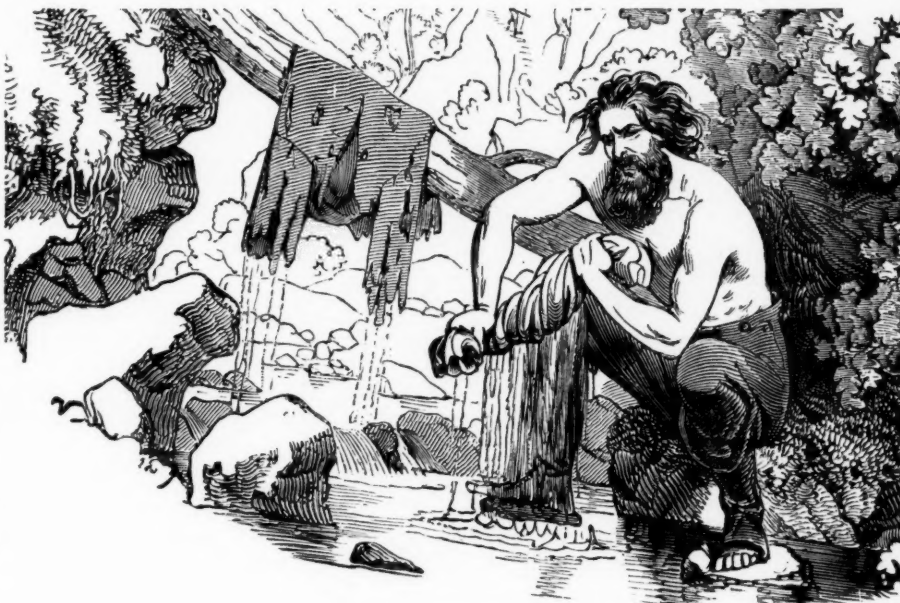
At lynching bees the master of ceremonies has the exclusive right to designate those who are to pull the rope.

When suddenly stopped by road agents and asked to hold up your hands it is considered the height of impoliteness to refuse.

Strict etiquette now requires that at 5 o'clock teas all weapons shall be concealed under the coat or in the boots, the latter course being preferred, as boot-legs are handier to get at.

When invited to a party which you do not wish to attend, a card of regrets with C. A. O. on one corner will be sufficient. C. A. O. stands for "cartridges all out."

When at church it is always—but it isn't worth while to waste space giving this rule until the churches are built.



A CŒUR D'ALENE LAUNDRY.

CŒUR D'ALENE MINING NEWS.

The Belknap trail to the Cœur d'Alene mines has been completed to Eagle City. Freight is now carried over this route at eight and ten cents, traffic men guaranteeing all freight to go through in two days. Passenger fare is \$12.

Last week a shipment of 200 ounces of gold dust—every dollar of it the product of Pritchard Creek—was made from Eagle City to a bank at Helena, Montana. The carrier left here with the dust securely packed in canvas and stowed in a gum boot slung over his shoulder.—*Cœur d'Alene Eagle*.

"Old Montana," writing to the Minneapolis *Tribune* from the new mining district says: After being slow to believe or praise, and slow to condemn, I am being daily convinced that a mineral region has been discovered in these mountains of wonderful richness, both in placer and quartz, but it will take at least till next August to come anywhere near determining its value or extent. To the "pilgrim" anxious to see the mines, I would say, you will be in plenty of time if you don't leave the States till June 1, and you will avoid many hardships and much expense, with a better show of success than the "early bird."

THOMPSON FALLS, Mont., one of the outfitting points for the Cœur d'Alene mines, has a lively weekly paper, the *Index*, which says: "There are already at this point about 100 business houses, including a number of general merchandize, as well as exclusive wholesale dealers in hardware, liquor, jewelry, drugs, boots, shoes, etc., and running up to \$100,000 worth of goods in a single house." The paper states that in the mining towns the relative number of business houses is in this proportion. Eleven

saloons, five chop houses or restaurants, four lodging houses, two stores, a bakery and blacksmith shop.

A special to the St. Paul *Pioneer Press* from Belknap, Montana, dated May 10th, says: The telegraph line between Eagle City and Belknap was completed yesterday, and the first message sent over the wires stated that there was about \$7,000 being taken out of the different placer claims on the creeks and adjoining gulches each day. Freight is coming here by the car load, and is being carried over the Belknap trail by pack mules at eight cents per pound. There are about 100 mules making the trip daily and carrying from 100 to 200 pounds of freight each. The trail is only passable for foot passengers and pack trains, but men are at work making the road in fit condition for vehicles.

CŒUR D'ALENE QUARTZ.—E. S. Topping, in a recent letter from the Cœur d'Alene country to the *Bozeman Courier*, says: "I have paid a great deal of attention to the quartz of the country, and as far as I gone pronounce it no good. The Mother lode shows a face of rock about two by four feet. On this there is spread a sheet of gold to the value of about

\$500, but outside of this free gold the ore will not assay more than \$2 per ton. Seven dollars per ton is the best assay I have found as yet, and that will certainly not pay. There is being brought in from the head of Beaver Creek some very rich galena ore. Fifty-three locations have been made, and a good silver camp there is a possibility.

A western Montana miner furnishes the following opinion of the value of the Cœur d'Alene discoveries: "The mines are the richest ever discovered on the continent or in any country. They are much richer and more extensive than any ever opened in Montana. I am fully aware of the discouraging reports recently gone out. I do not desire to advertise the mines, or any particular outfitting point, neither do I urge any one to come here; but I make the statement to correct the false reports recently circulated so damaging to the country. Within two weeks

past many fabulously rich quartz locations have been made, claims around Murrayville and other places are being opened and worked to better advantage, miners generally are enthusiastic over the outlook, and a feeling of confidence is manifested everywhere."

GOLD NUGGETS AND QUARTZ LEDGES.

From the Cœur d'Alene Nugget.

Everybody in camp is excited over quartz, and it is a common occurrence for old prospectors to exclaim, "This is the richest camp in the world!" The best and most experienced prospectors are here, the picked men from all the mining excitements of past times, and, with hardly an exception, they are jubilant over the finds that are every day being made. Discoveries are reported every day that are too fabulous for belief. Ledges glistening with free gold, and 20, 40 and 100 feet wide, no longer create excitement. They are becoming as common as ten cents a pan on the gravel, and no one so much as talks about finds of the latter class. The richness of the placers is acknowledged and the day of croaking is past.

Buckskin Gulch has given the camp the principal excitement of the past week. Hundreds of men have flocked thither to witness the very unusual spectacle of men picking gold from the earth instead of washing it out in a pan. This is about what they witnessed: Robert Williams, David Bryant, John F. Hennessey and Frank Barnes own claim No. 3, and upon striking bed-rock got from \$2 to \$20 to the pan. Nugget after nugget was picked up, and the entire bed-rock, as far as it was uncovered, averaged \$5 to the pan. One nugget weighed \$45. The excitement was intensified by Nate Vestal, at the mouth of Buckskin, finding ounce diggings in the gravel. No clean-up has been made, but it is the general verdict that Buckskin is the richest yet discovered.

A SCIENTIFIC TOUR THROUGH EASTERN WASHINGTON.

THIRD LETTER.

Agricultural Features of the Colville Region.

By Prof. E. W. Hilgard.

THE COLVILLE PENINSULA.

This region is the triangular area circumscribed by the Columbia River on the west, the Pend d'Oreille or Clark's Fork on the east, and the Spokane River on the south, the latter forming the base of the triangle, while its vertex is at the junction of the Columbia and Clark's Fork, just within British Columbia. It is mainly timbered with a somewhat sparse growth of pine, fir and tamarack. The deep trough of the Spokane River, above referred to, forms an important line of division both in the topographical and geological features of the country. The basaltic plateau lands of the Great Bend and Lower Spokane country end here suddenly, the bench lands on the opposite side being from 800 to 1,000 feet lower, and flanked by mountains whose rounded or occasionally sharply peaked form announces the advent of a granitic or gneissic formation, in which the basalt forms only an occasional and quite subordinate feature. Such, at least, is the case for some distance above and below the bridge over the Spokane on the Deep Creek and Colville road, and a short distance inland, north from Spokane Falls. This type of mountain forms is seen more or less throughout the peninsula, the rocks forming them varying from quartzite and granite through gneissoid rocks to siliceous and partly calcareous shales, with some solid, marble-like limestone. The stratification lines of these rocks are often steeply tilted, and the erupted basalt seems to lie mostly against the previously existing, or but slightly altered, slopes, at comparatively low levels. Along the Columbia River, however, high basalt cliffs are reported to exist, also above the mouth of the Spokane. But one of the most prominent features of the country is the existence of an extensive system of sandy terraces, sometimes numbering as many as twenty and more, and rising to a height of over 1,000 feet above the present river level, in successive steps with steep slopes. Some of these terraces are seen also a short distance southward of the Spokane, but they are only feebly developed there in comparison to the country to northward, where they border every creek, form the location of nearly all roads, even high in the mountains; and along the Little Spokane especially, constitute almost the entire surface of the country. The greater part of the peninsula consists of mountains, not of very great elevation, but rendering the country too rugged for agriculture, save in the valleys and in some minor areas of slope lands. The central feature of the whole region, and the most important from an agricultural standpoint, is the Colville Valley, continued southward into that of the Chamokan, a tributary of the Spokane, and northward of Colville Town into Echo Valley, which opens out on the terraces bordering on the Columbia River, about seven miles below the Little Dalles. There is thus one continuous valley, with only slight variations of level, from the Spokane through to the Upper Columbia—apparently a predestined railroad route through an otherwise impracticable country.

WALKER'S PRAIRIE AND DEER CREEK PRAIRIE.

From the crossing of the Spokane River on the Colville road, we ascend about 200 feet to a level, sandy terrace, timbered with pine which skirts the river on both sides, and into which Chamokan Creek has cut a deep chasm on the western edge of the valley. This terrace continues with a partly gradual, partly abrupt, ascent, to the south end of Walker's Prairie. The soil is very sandy, and partly gravelly, and mostly bears but an indifferent growth of grass, yet is probably, like the rest of the terrace lands, richer in plant food than its aspect would indicate. The valley is here two miles wide, but narrows to a mile and a half at the prairie, which is about four miles long, and has

a black and very productive soil, underlaid by gravel, which occasionally rises near the surface so as to render the soil too shallow, while at other places the ground is low and somewhat swampy, with several feet of a deep, black soil. It is traversed almost centrally by the Chamokan Creek, west of which lies the Spokane Reservation. The eastern part of the prairie is largely occupied by white settlers.

Beyond Walker's Prairie the sandy terrace country with pine sets in again, the road running on terraces 40 to 70 feet above the drainage. The divide between the Spokane and Colville waters is marked only by some rock outcrops and hillocks in the narrowing valley, but there is so little difference in level that a ditch has been dug from Sheep Creek, one of the heads of Colville River, to the head of the Chamokan, in order to increase the (in summer somewhat scanty) water supply of the latter. The divide is also characterized by the occurrence of a somewhat heavy soil in the undulating pine woods, instead of the sandy terrace land. Analysis shows this soil to be poor in phosphoric acid and humus, but otherwise of a desirable composition, and capable of every improvement. It is characterized by a rather under-sized growth of service-berry, in addition to the usual vegetation of rose, sunflower and grass. Small sedge tracts or ponds appear from time to time, expanding into Sequacham Prairie on the extreme head of the Chamokan, and into Deer Creek Prairie on that of Deer Creek, the western head of Colville River, forming the latter by its junction with Sheep Creek, which comes from the mountain country on the east.

From this junction to Chewelah, a distance of about eleven miles, the valley is mostly occupied by black prairie land, with low, overflowed tracts bordering the stream itself. At Long's Prairie the valley is divided into an eastern and western portion by an upland ridge, being here some three miles wide. It then narrows to a mile, and finally opens out into the fine agricultural Lands of Fools or Chewelah Prairie, three mile wide and over five in length—a black, highly calcareous soil, easily tilled, and of excellent composition in every respect, apparently exceeding all other parts of the valley, notably Long's Prairie, in its supply of phosphoric acid. Fine crops of grain and timothy were seen occupying a large part of it.

A HARD WHEAT COUNTRY.

Below Chewelah, the valley varies in width from one to two miles, and expands to more than three in the neighborhood of Colville. The river being much obstructed in its channel by drift, and the fall slight, much of the valley is at present liable to overflow, and the stream often meanders in shifting channels, sometimes among groves of hawthorn, cottonwood, aspen, alder and willows, sometimes through natural meadows bearing an abundant growth of either natural grasses and blue flag, or timothy, which seems to have spread widely over the country. Except in the Colville neighborhood, but a small proportion of it is at present occupied, although doubtless all of it is extremely productive, and with a cleaning out of the stream would be drained for cultivation. There is no need of irrigation, and throughout the valley there is no danger of injury from alkali. Barley and wheat are the chief crops grown, the wheat mostly of the "small club" variety, and in hardness and the grade of flour it produces more like the Minnesota grain than like that of Oregon and California. It is mostly spring-sown, although here it could be advantageously put in in fall. There is occasionally some injury from early frosts, occurring late in August or early in September, which shrink the grain much as do the hot northers of California. All kinds of hardy vegetables and fruits are successfully grown. Analysis shows the soil of the valley near Colville to be of high and permanent productivity.

The town of Colville is located on Mill Creek, a lively stream, which joins the Colville river after a wide circuit around an intervening ridge. The agricultural part of the valley terminates about three miles below the junction, or about six miles west of Colville, the river thereafter entering a narrow canyon

through which it reaches the Columbia, here bordered by sandy terraces.

Ascending the valley of Mill creek, and following its first northern tributary, we enter Echo Valley by ascending some sandy terraces, on the top level of which the pine forest and soil is very similar to that forming the southern end on Chamokan Creek, though, on the whole, of better agricultural quality. The valley varies in width from one-half to nearly one mile, and occasionally opens out into small prairies, of which "Bruce's" is laid down on the map. It has a rich, black, sandy loam soil of high fertility, but the area is small. The valley, finally, without a definite water channel, opens out upon the terraces here bordering the Columbia, about 600 feet above the river level.

UPLANDS OF THE COLVILLE VALLEY.

While at most points the valley is bounded by mountain or broken lands, sometimes by precipitous rocky walls, there is a not inconsiderable amount of slope and hilly upland ultimately available for agriculture, the largest and most promising being that lying south and eastward of Colville and north of Pend d'Oreille Creek, toward the divide between it and Pend d'Oreille River or Clark's Fork. Large tracts of this hill land were seen covered with fine grain crops, which are said to be less liable to early frosts than those in the valley. The analysis of this hill land soil shows it to be of excellent quality, resembling in its percentages of plant food the soils of the Kittitas Valley. Similar upland tracts seem to exist on Stensger's Creek, and opposite, back of Chewelah. Southward of Fool's Prairie, also, on Lower Cottonwood Creek, there is gently sloping upland, but it is of a different character from that just alluded to, being sandy and gravelly, and passes southeastward into the

SANDY TERRACE LANDS.

These, as heretofore stated, lie along the Columbia River as well as in the interior valleys, and mantling the slopes of the mountains, rising in successive steps of from 20 to 200 feet, the slopes from one to the other being often exceedingly steep, but the surfaces level or but slightly undulating and gradually ascending the valleys, where the streams often flow in deep chasms with slopes too steep to ascend even on foot, and but scantily clothed with vegetation. The surface of the terraces is usually timbered with pine, whose growth shows the soil to be fairly supplied with plant food, but of course very droughty, and largely without any subsoil upon which to base improvement. The largest body of these lands is the country drained by the Little Spokane River, which has cut a deep and mostly narrow valley into the sandy plateau, on the break of which the underlying rocks—basalt or granite—come to the surface. The Little Spokane has but few permanent tributaries, but doubtless a great deal of its supply creeps into it through the sand, for many of the creeks heading in the mountains bordering the plateau lose themselves in the sand. The region is, however, fairly timbered with yellow pine, and in the valleys with tamarack and white pine, as well as the scrub or "bull" pine, with more or less fir. No attempts at cultivation have thus far been made, so far as known, and even the pasturage is somewhat scanty, the low huckleberry occupying large areas almost exclusively. Still its herbaceous vegetation is in kind the same as in the best class of uplands, and appears stunted by drought rather than by poverty of soil. Analysis also shows that the soil is far from poor in plant food, as it contains a high percentage of phosphates, and a fair to high one of potash and lime, but very little humus. It differs only in the latter respect, in fact, from the soil of the Columbia bottom, and, where it has a somewhat retentive subsoil, it bears a fine growth of bunch-grass. Could it be irrigated it would doubtless yield well; and even as it is moisture is found in July at ten to twelve inches depth. Soil samples from widely different portions of the terrace formation show a remarkable agreement in composition. Their lack of humus is the chief chemical

defect, their leachiness is the one most difficult to remedy.

In the upper portions of the streams, near the divides, the land is rolling, and the bottoms have rather heavy soils, of good productiveness, as shown both by analysis and by their natural growth. Loon and other lakes lying within these ridges might be made available for partial irrigation of the plateau lands.

From the conformation of the surface, I believe the area lying between Chamokan Valley and the western mountains to be of the same character as those on the Little Spokane, although no soil samples have been obtained from that region. The soil of the terraces bordering the Columbia below the Little Dalles, is inferior to that of the interior terrace lands, yet not too poor for cultivation.

It is manifest that in all these soils it is their droughtiness alone that might render cultivation unprofitable; while the difficulty of obtaining a water supply for domestic use, likewise stands in the way of settlement. No wells have as yet been attempted anywhere within the region.

THE ELUSIVE GOLD DUST.

H. P. Robinson's *Cœur d'Alene Correspondence of N. Y. Tribune.*

Many of the *Tribune's* readers are doubtless well versed in the mysteries of placer mining, but for the sake of the residue who are not, I must ask them, with Moliere's M. X —, to "allow me to talk to them for a minute as if they did not know Greek." In the first place, then, nobody should be deceived by the name "surface-mining," as placer mining is more commonly called. The name, so far as I can discover, is purely ironical. Yesterday I heard an old miner giving a new arrival in camp, who had just ventured to advance an opinion not complimentary to the prospects of the region, a piece of his mind. "I'll tell you what it is," he remarked, "you blanked tenderfeet, you come in here and expect to find the streets covered with hundred dollar nuggets, fitted with handles so's you can pick them up more comfortably." As a matter of fact there is nothing apparently which gold hates more than to be found. Instead of developing handles and lying on the top of the ground to help the poor prospector, it will do the meanest things to get out of his way. No one who has not been in diggings can have any idea of the petty, underhand devices to which gold will stoop to avoid being made into money. Fortunately for the prospector, it is only indifferently equipped with locomotion; if nature had by any mistake given it legs or wings, no man would ever have found a grain of it. As it is, the only thing it has to help it in its flight is its weight; but it makes the most of that. One has frequently read of diggings which paid "from grass-roots to bed-rock," and in parts of California there are gulches where the earth was so close and stiff that the gold could not force its way through and was ignominiously caught bottled up in the grass-roots and shaken out into the sluices.

Here, however, the soil is loose and light, so the dust has no difficulty in finding a way through. Year by year and century after century it has devoted to making itself as heavy as possible and slipping and sliding between the grains of sand and soil, until it arrived at the gravel. In the *Cœur d'Alenes* the gravel is even looser than the soil, and that, too, offered an easy passage to the elusive mineral. So it went on slipping and sliding, around one pebble and under the next, until it came to the bed-rock. It takes a pretty heavy thing to sink through solid rock, so that here it may be supposed the gold confessed itself beaten and gave up trying to sink. Not a bit of it; it just set to work and hunted around for cracks and crevices to hide in. If the rock was smooth granite it would go almost any distance to find a chink to slip into. Where it was slate it has wormed and wheedled its way in between the layers frequently to the depth of some inches. The one thing which gold dust cannot do is climb,

so that whenever in sliding down the sloping rock looking for a crack it came to a ridge or "riffle" instead of a crack, it was baffled; and there it is found skulking to-day. It is no doubt highly creditable to the gold itself that it should set itself so desperately to avoid being hunted up and made into filthy lucre, and so becoming the source of all manner of imaginable evils to man; but it makes terribly hard work for the miners.

THE PLACE FOR A POOR MAN.

From the Dakota Farmer.

Dakota is no doubt the best place for a poor man to get a start, of any farming country on the globe, if he is willing to put all his ambition and energy into operation and put up with a few hardships for a year or two. Men have come here with barely enough money to put up their buildings — and some without enough even for that — who are now worth thousands of dollars. We do not mean to infer from this that every one can get rich here in a year or two — and a great many who came here with that idea in their heads have found it out — but we do mean to say that for the right kind of a man there awaits him here a bountiful harvest, financially. Some folks in the East get the notion that they can come to Dakota and "show them fellows how to run a farm," whether they ever saw one or not, and imagine their surprise when they get here to try it and find that there are just as smart men and just as good farmers in Dakota as there are in the States. This is the class that afterwards go back East and try to run down the country, but all they can do does not affect in any way the harvests of "No. 1 Hard," and while they are blowing so much about the country they are only advertising it unknowingly. Then, again, there is a class of people who are of a roving disposition, who are not contented anywhere, and this class, too, will say all they can against the country. Those who belong to either of these classes are a great deal better off where they are, but to the farmers — those who are willing to settle down and grow up with the country, put out shrubbery and engage in general diversified farming, we say again, a golden harvest awaits you.

EMIGRANT MOVABLES.

The term "Emigrant Movables" applies upon freight properly forming any part of the outfit of an intending settler, and includes second-hand household goods, second-hand farming implements or tools, second-hand vehicles, trees, shrubbery, live fowls and not to exceed ten head of live stock in a car load shipment. It does not include merchandise, provisions, grain (except for feeding animals in transit, or fifty bushels for seed), or any articles intended for sale at destination.

In addition to the articles named above there may be loaded with a car of emigrant movables the following commodities: lumber (not to exceed 2,500 feet), fence posts (not to exceed 500 in number), or a portable house, and billed at same rate as a straight car load of emigrant movables.

Emigrant movables less than car loads are construed to mean second-hand household goods, second-hand wagons, second-hand farm machinery, and should be plainly marked.

A car load shipment of emigrant movables, going to Minnesota or Dakota, containing live stock, must be accompanied by a man to take care of them, who will be passed free.

The rates provided for a car load of 20,000 pounds apply upon any shipment occupying a car, whether weighing 20,000 pounds or less; and if over 20,000 pounds excess is charged a proportionate rate.

Car loads of emigrant movables will not be stopped in transit short of destination to unload any part.

A sturdy old son of the plough
Had a genuine creamery kough,
But she took a bad cough
Which carried her ough,
And she don't run a creamery nough.

A WORD TO CROAKERS.

It is not an uncommon thing in the Northwest to meet a croaker. The croakers of this country are usually those persons who came West with the idea of finding some sort of an imaginary Eutopia. They expected that once in Dakota their fortunes and success would be an assured fact. They did not have the good sense to foresee that this country requires hard work and efficient management. No soil, however rich, will grow wheat without tilling, and to the man who means business and has the nerve to take hold of things, Dakota offers a promising field. But the *Pioneer* warns visionary fortune seekers, who expect to find silver dollars growing on bushes, and ready made store clothes laying around our country loose, not to settle among us. They will be disappointed. For the man of small capital and plenty of grit this is the country. This does not imply that the man of large capital cannot do well here. He can, and there is plenty of room for him. His money is needed to put up buildings and construct railroads. Never in the history of Dakota have there been better opportunities for investments than now, and the investors who come in early are bound to secure good bargains and reap a rich reward. — *Mandan (Dakota) Pioneer.*

PROGRESS IN MILES CITY.

Two years ago last November the writer visited Miles City. Then the railroad had not reached here and goods were freighted from the end of the track. Heavy wagons drawn by horses and oxen did the freighting. Since then the growth and improvement have been very substantial. The Inter-Ocean Hotel, near the railroad station, has been built and is one of the finest and best managed hotels on the Northern Pacific. There have also been built the brick court house and two fine bank buildings, and the churches have increased in number to five. Numerous dwellings have been erected and general business has increased wonderfully, especially in connection with the stock raising interest. One of the most important enterprises that have lately been started is the beef packing establishment of Marquis de Mores. It is located near the stock yards and during the winter the large ice house has been filled preparatory to packing operations. These are only a portion of the improvements that have been casually noted. Much may be expected in the near future, and Miles City, the most important point on the Yellowstone River, is justified in undertaking municipal improvements commensurate with her position, and in seeking such a system of government as will still further facilitate the city's growth and improvement. — *Yellowstone Journal.*

GOLD IN DAKOTA. — Mr. Griswold, proprietor of the Griswold gold find, arrived Friday with his family, bringing a complete outfit for treating the rough stuff, consisting of a pulverizer, an amalgamator, etc., making ample facilities for testing twenty tons of raw materials per day. He will superintend the work himself, and will have a force of fifteen hands to assist him. After numerous tests, Mr. Griswold is satisfied of the richness of the mines, and declares that he will prove their value to the public, convincing the most skeptical that the golden ducats abound in the lap of our glorious country. We are glad to hear these encouraging assurances, as it means a boom for Lisbon and Ransom County. — *Lisbon (Dak.) Clipper.*

"Great Scott, I've killed him!" yelled the baggage smasher, as he hurled a Saratoga plump into the pit of the stomach of a stout old gentleman standing on the platform. But the injured party rose with a gay air and laughed out: "Not much, yer lopped-eared idiot. I've just got outside of a beefsteak in that restaurant an' I'm solidier 'n the sides of an iron-plated gunboat. Sling along yer Saratogies; 's long as yer aims straight at that 35-cent lunch yer can't hurt my feelin's." — *Evansville Argus.*

Information will also be furnished at the office of "THE NORTHWEST," St. Paul, Minn.

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Prices of Leading Northwestern Stocks.

COMPILED FROM DAILY REPORTS.

The following table shows the closing prices of leading Northwestern Stocks on the New York Stock Exchange, from April 22d to May 22d.

	No. Pac. Com.	No. Pac. Pfd.	Oregon Transl.	O. R. & Nav.	Oregon Imp. Co.	Chicago & Nw.	Chicago & Nw. Pfd.	C. M. & St. Paul.	C. M. & St. P. Pfd.	St. P. M. & Manitoba.	St. Paul & Omaha.	St. Paul & O. Pfd.	Min. & St. Louis.	Min. & St. Pfd.	Canadian Pacific.
April 22.....	21 $\frac{1}{8}$	47 $\frac{1}{4}$	17 $\frac{3}{8}$	75	20	114 $\frac{1}{2}$	141	85 $\frac{1}{8}$	113	93 $\frac{3}{4}$	31 $\frac{1}{2}$	92 $\frac{1}{2}$	14 $\frac{1}{2}$	28	49 $\frac{3}{4}$
April 23.....	20 $\frac{1}{2}$	46 $\frac{1}{2}$	16 $\frac{1}{2}$	72 $\frac{1}{2}$	20	113 $\frac{3}{8}$	140	84 $\frac{3}{4}$	118	90 $\frac{3}{8}$	31 $\frac{1}{2}$	94 $\frac{1}{2}$	14	29 $\frac{1}{2}$	46 $\frac{3}{8}$
April 24.....	20 $\frac{1}{2}$	46 $\frac{3}{8}$	15 $\frac{3}{8}$	71 $\frac{1}{4}$	22	113 $\frac{3}{8}$	141	83 $\frac{3}{4}$	112 $\frac{3}{4}$	91	31 $\frac{3}{4}$	94 $\frac{3}{4}$	14	29 $\frac{1}{2}$	46 $\frac{3}{8}$
April 25.....	21	47	16 $\frac{1}{2}$	70	22	113 $\frac{3}{8}$	141 $\frac{1}{2}$	83 $\frac{3}{4}$	112	91 $\frac{3}{4}$	32 $\frac{3}{4}$	95 $\frac{1}{4}$	14	29	46 $\frac{1}{4}$
April 26.....	21 $\frac{1}{8}$	47 $\frac{1}{4}$	17 $\frac{3}{4}$	72	22	112 $\frac{1}{4}$	140 $\frac{3}{4}$	82 $\frac{3}{4}$	112	91 $\frac{3}{4}$	31	93 $\frac{3}{4}$	14	28	46 $\frac{1}{2}$
April 28.....	21 $\frac{1}{8}$	47	16 $\frac{3}{4}$	70	20	111 $\frac{1}{4}$	140 $\frac{3}{4}$	81 $\frac{1}{4}$	112	90 $\frac{3}{4}$	30 $\frac{3}{4}$	93	13 $\frac{1}{2}$	28	47 $\frac{1}{4}$
April 29.....	21	47	16 $\frac{3}{4}$	71	19	111 $\frac{1}{2}$	141	81 $\frac{3}{8}$	112	91	30 $\frac{3}{4}$	92 $\frac{1}{4}$	13 $\frac{1}{2}$	27	45 $\frac{3}{8}$
April 30.....	21 $\frac{1}{4}$	48 $\frac{3}{8}$	17 $\frac{1}{2}$	71	18	112 $\frac{3}{8}$	141	82 $\frac{3}{8}$	112	91	31	93 $\frac{1}{4}$	13	27	47
May 1.....	22 $\frac{3}{4}$	49 $\frac{1}{8}$	17 $\frac{3}{8}$	74	20	112	141 $\frac{1}{2}$	82 $\frac{3}{4}$	113	92	31 $\frac{1}{4}$	93 $\frac{1}{4}$	12	25 $\frac{1}{2}$	46
May 2.....	23 $\frac{1}{4}$	52 $\frac{1}{4}$	19	75 $\frac{1}{2}$	20	112 $\frac{3}{8}$	141	82 $\frac{3}{8}$	112	91 $\frac{1}{2}$	31	93 $\frac{1}{4}$	12 $\frac{1}{2}$	25	47 $\frac{1}{4}$
May 3.....	23 $\frac{1}{4}$	52 $\frac{3}{8}$	18 $\frac{3}{4}$	79 $\frac{1}{4}$	21 $\frac{1}{2}$	111 $\frac{3}{4}$	141	82 $\frac{3}{4}$	112 $\frac{1}{2}$	92	31	90 $\frac{3}{4}$	13	26 $\frac{1}{2}$	47 $\frac{1}{4}$
May 5.....	24 $\frac{1}{2}$	53 $\frac{3}{4}$	19 $\frac{3}{8}$	80 $\frac{3}{4}$	21 $\frac{1}{2}$	112 $\frac{1}{2}$	141 $\frac{1}{4}$	83 $\frac{3}{8}$	113	92 $\frac{1}{2}$	31 $\frac{3}{4}$	93 $\frac{3}{4}$	13	27	47 $\frac{1}{4}$
May 6.....	23 $\frac{3}{4}$	51 $\frac{3}{8}$	17 $\frac{1}{4}$	76	16	111	141	81 $\frac{1}{2}$	112	91 $\frac{1}{2}$	31 $\frac{1}{2}$	92 $\frac{1}{2}$	13	26 $\frac{1}{2}$	47 $\frac{3}{4}$
May 7.....	23 $\frac{3}{4}$	51 $\frac{3}{4}$	17 $\frac{3}{8}$	76	20	110 $\frac{3}{4}$	140 $\frac{3}{4}$	81	111 $\frac{3}{4}$	91	32 $\frac{1}{2}$	92 $\frac{1}{4}$	12	23	47 $\frac{3}{4}$
May 8.....	24	52 $\frac{3}{8}$	17 $\frac{3}{8}$	78	19	110	139 $\frac{1}{2}$	81 $\frac{3}{8}$	112	91	30 $\frac{3}{8}$	92 $\frac{3}{8}$	12	27	47 $\frac{3}{4}$
May 9.....	23 $\frac{1}{4}$	52 $\frac{1}{2}$	17 $\frac{3}{8}$	78	19	109 $\frac{3}{4}$	139	81 $\frac{1}{4}$	111	91	30 $\frac{1}{4}$	93	12	23	47 $\frac{3}{4}$
May 10.....	23 $\frac{1}{4}$	52	17	76	19	108 $\frac{1}{2}$	135 $\frac{1}{2}$	79 $\frac{1}{2}$	110 $\frac{1}{2}$	91	30	92 $\frac{3}{4}$	11 $\frac{1}{4}$	22	47 $\frac{3}{8}$
May 12.....	22 $\frac{3}{4}$	51 $\frac{1}{2}$	16	75	19	107	134 $\frac{1}{4}$	76 $\frac{1}{4}$	111	86	29 $\frac{3}{4}$	91	11 $\frac{1}{4}$	22 $\frac{1}{2}$	47 $\frac{3}{4}$
May 13.....	21 $\frac{3}{8}$	50	14 $\frac{3}{4}$	75	19	107 $\frac{1}{8}$	132 $\frac{1}{4}$	73 $\frac{1}{4}$	109	85 $\frac{1}{4}$	29	90 $\frac{1}{4}$	10 $\frac{1}{2}$	20	44 $\frac{3}{8}$
May 14.....	19 $\frac{1}{2}$	44 $\frac{3}{8}$	12 $\frac{1}{2}$	73	19	101 $\frac{1}{2}$	125	66 $\frac{1}{4}$	102	86	25	83	12	20	44 $\frac{3}{8}$
May 15.....	21	46 $\frac{1}{4}$	11 $\frac{3}{4}$	71	18	102	128	68 $\frac{3}{4}$	103	85	25 $\frac{1}{4}$	86 $\frac{1}{2}$	11	20	47 $\frac{1}{4}$
May 16.....	21 $\frac{1}{2}$	48	13 $\frac{1}{2}$	72	18	103	129	70	105	85	25 $\frac{1}{4}$	88 $\frac{1}{2}$	11	17	47 $\frac{1}{4}$
May 17.....	22 $\frac{3}{8}$	49 $\frac{1}{2}$	14 $\frac{3}{8}$	72 $\frac{3}{4}$	17	104	133	72 $\frac{3}{4}$	108	88	26 $\frac{3}{4}$	89 $\frac{3}{4}$	12	20	47
May 19.....	21 $\frac{3}{4}$	49	14 $\frac{1}{4}$	76	10 $\frac{1}{2}$	103 $\frac{3}{4}$	132 $\frac{3}{4}$	71 $\frac{5}{8}$	108 $\frac{1}{4}$	89 $\frac{1}{2}$	28 $\frac{1}{4}$	89	13	20	46 $\frac{1}{2}$
May 20.....	21	47 $\frac{1}{4}$	14	76	14	101 $\frac{3}{4}$	131 $\frac{3}{4}$	69	108 $\frac{3}{4}$	87 $\frac{1}{4}$	27 $\frac{1}{4}$	88	13	19 $\frac{1}{2}$	45 $\frac{1}{2}$
May 21.....	20 $\frac{1}{2}$	46 $\frac{1}{4}$	13 $\frac{1}{2}$	76	15 $\frac{1}{4}$	101 $\frac{3}{4}$	130	68 $\frac{1}{4}$	107 $\frac{1}{2}$	86 $\frac{1}{2}$	26 $\frac{1}{4}$	87 $\frac{1}{2}$	13	19 $\frac{1}{2}$	45 $\frac{1}{2}$
May 22.....	20 $\frac{1}{4}$	46 $\frac{1}{4}$	13 $\frac{1}{2}$	75	14	106 $\frac{3}{4}$	126 $\frac{1}{4}$	68	107 $\frac{1}{2}$	87	25 $\frac{3}{4}$	86 $\frac{1}{4}$	12 $\frac{3}{8}$	19 $\frac{1}{2}$	45 $\frac{1}{2}$

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Foreign and American Cements,

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CITY PROPERTY A SPECIALTY.

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LINDEKES,

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WHOLESALE

DRY GOODS AND NOTIONS,

Miner's and Lumbermen's Suits a Specialty.

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May, '83—cu.

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FURNITURE,

342 and 344 JACKSON STREET,

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All Grades Anthracite and Bituminous

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Established 1854.

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WANNER'S

CEMENT AND ARTIFICIAL STONE WORKS.
(SYSTEM COIGNET.)

Side Walks, Garden Walks and Terrace Flagings,
made of the Best Quality of English Portland
Cement. Cisterns and Cellar Floors made Water-
tight.

Water Tables, Sills, Window Caps, Cop-
ings, Stepping Stones, Garden Vases,
Pedestals, Etc.

ESTIMATES GIVEN ON APPLICATION.

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References: New Capitol of Minnesota, St. Paul. Gillfillan
Block, St. Paul. Northern Pacific Railway General Offices, St.
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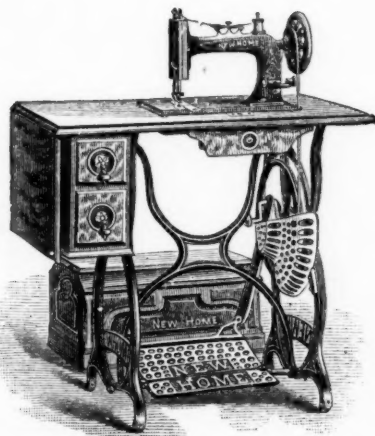
And the only Plain Back Crucible, Cast Steel Locomotive Scoops made. Guaranteed Superior to
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F. 4 cu.

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SEWING MACHINE

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Has More Improvements than all others Combined.

HAS NO EQUAL!

NEW HOME SEWING MACHINE CO.,

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DECORATIVE ART.

For coloring Mosses, Grasses, Eggs, Ivory, Hair, Photo-
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Send your name on a postal and ask for "LONG SAMPLE
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COMBINATION LOCKS PUT ON OLD SAFES.

Locksmithing and Electric or Mechanical Bell Hanging
Safe Opening and Repairing a Specialty.

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385 Jackson Street, St. Paul, Minn.

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St. Paul and Pacific Coal and Iron Co.,

WHOLESALE DEALERS IN

COAL AND PIG IRON.

Sole Shippers to the Northwest of Phila-
delphia and Reading Coal.

General Office, ST. PAUL.

Docks at DULUTH and SUPERIOR.

A. PUGH, - - General Manager.

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C. H. GRAVES, V. President. W. C. JOHNSON, Sec. and Treas.

THE DULUTH IRON COMPANY,

Manufacturers of

Lake Superior Charcoal Pig Iron,

FOUNDRY, CAR WHEEL AND MALLEABLE.

Also, general manufacturers of Mill Machinery, Iron and
Brass Founders, Machinists, and

HEAVY AND LIGHT FORGINGS.

July, '83—cu.

CATCHING HERRING WITH THE HANDS.

Drop a hook in any of these immense stretches of inland waters, and especially amid the Alexandrine Archipelago, and in a moment a fish will be at the bait. Rock cod, halibut (weighing from fifteen to forty pounds), salmon fill all the streams and bays—and the herring? A fish story will be appropos: During the spring of 1881 the writer was in Sitka, and was a witness to one of the most wonderful sights in Sitka Bay. For more than a week the water of the bay, covering an area of fifteen or twenty square miles, was as white as milk with fish spawn, extending as far as the eye could see. The herring were so numerous that people were gathering them from the water along the beach with their hands, and filling baskets with them. The Indians placed spruce boughs in the water; and when these were taken out not a particle of the original green but what was covered with a thick coating of eggs. An Indian in a canoe, with a stick about seven feet long, and for a distance of about two feet studded with nails, points outward, plied the water with this crude implement, each dip in the water bringing up from two to seven fish, and filling his canoe in somewhat less than forty-five minutes.—Correspondence Chicago Tribune.

MCLEAN COUNTY, DAKOTA.

Washburn (Dakota) Times.

But while considerable ignorance exists as to the agricultural advantages of this country, it is becoming well known, nevertheless, on account of its splendid mines of coal. A country possessing an abundance of fuel is much rarer in Dakota than one furnishing fertile fields for the farmer. Therefore, while McLean County is praised for its farm lands wherever their excellence is known, the attention of the whole Territory and of the Western States is attracted toward her as to a key which is to unlock the more perplexing question of a fuel supply. There is reason to believe that the county is thoroughly veined with a first-class quality of lignite coal. Settlers in digging for water have run into large beds of it, and where mines have been opened the mineral has been found in inexhaustible quantities. The Times is aware of instances where farmers have gone out and mined their own fuel.

There is not a settler in McLean County to-day who is "sick of his bargain." If McLean County is not a good locality for a man to live in, then there isn't a good locality in Dakota Territory.

The inability of Chinamen to pronounce the sounds of the letters v and r sometimes leads to amusing blunders. Last winter a Chinaman entered the ladies' cabin of a New York ferryboat and took a seat beside an Irish market woman. He wanted to make himself agreeable, and rubbing his hands, said: "Belly cold." The woman looked at him with an air of contempt, and replied: "If you'd put yer shirt inside yer pants yer belly wouldn't be cowl'd, ye haythen blackguard."

METROPOLITAN HOTEL, ST. PAUL, MINN.

C. B. JACOBS, L. D. CAFFERTY, Clerks.

C. W. MCINTYRE, Proprietor.

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THE HOTCHKISS & UPSON CO.,

MANUFACTURERS OF

CARRIAGE, MACHINE, PLOW, ELEVATOR AND BRIDGE
BOLTS, NUTS, PLATES, CAST AND BROUGHT WASH-
ERS, SKEIN AND COACH SCREWS. Also, GIMLET
POINT COACH SCREWS.

Price List Sent on Application.

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And Manufacturers of

"Climax" Barn Door Hangers, Etc., Railroad Hang-
ers, Moore's Hand Hoists, Moore's Differ-
ential Pulley Blocks, &c.

163 AND 165 LAKE ST., CHICAGO.

NORTHWESTERN NOTES.

FORTS CUSTER and Maginnis, in Montana, are to be abandoned, and their garrisons concentrated at Keogh.

It is our judgment that no trunk line of the land, of equal magnitude, is so well equipped and so safely operated as the Northern Pacific.—*Brainerd (Minn.) Tribune.*

GLENDIVE reports the discovery of placer gold at Lone Tree Gulch, sixty miles north of the town. Better make sure the mine is not salted like the late discovery near Duluth.

SOME work is being done on the Bellingham Bay & British Columbia River Railroad near Whatcom, Washington Territory. The Whatcom *Reveille* says: Even the most incredulous must now admit that the road will most assuredly be built. The connection which they propose to make with the Canadian Pacific will be the making of a great city on Bellingham Bay.

PERSONS in the States who are prejudiced against paying taxes should note that a tree claim in Dakota is exempt from taxation for ten years, including \$1,000 of improvements. Simply by setting out five acres of trees, a man can have given him 160 acres of rich land and cultivate it ten years without paying any taxes. What softer thing would a man have.—*St. Paul Globe.*

THE Manitoba road has closed contracts for two elevators of 50,000 bushels capacity each, to be built at Devil's Lake this summer by two different companies. This will be good news for the farmers, who will have a ready market for their grain this fall. And the fact that two different companies will buy and elevate wheat here is a very important item.—*Devil's Lake (Dak.) Inter-Ocean.*

AT Devil's Lake, up in North Dakota, the settlers catch pickerel with pitchforks. One man caught 700 pounds in an hour and a half. The *Minnewaukan Dakota Siftings* proposes to weekly mention only fish weighing over sixteen pounds, in its accounts of the season's catch. It says that the farmers have taken out thousands of pounds and are salting the large ones down for summer provisions.

MONTANA made her first experiment of shipping horses this spring. These were sold in Dakota, but before three more years Montana grown roadsters and draft horses will be doing service in St. Paul, Minneapolis, Milwaukee and Chicago, and once fairly introduced they will be sought in preference to horses bred in any other country, since, owing to our climate, they have more fortitude, better constitutions, endure more toil, have better bone and harder hoof, and are, in fact, every way superior animals.—*Rocky Mountain Husbandman.*

AN abominable mining swindle has lately been exposed at Duluth. Several fellows reported a rich gold and silver lead near the town, late last fall, and exhibited specimens of what, upon assaying, appeared to be rich rock. During the winter, while inspection was impracticable, they formed a company and sold stock to a considerable cash amount. Now a thorough investigation develops chips and whittlings from coins to constitute the only metallic elements of the specimens. It was a salted claim.

THE ore output of the Anaconda mines, Silver Bow County, is simply immense. Between the 200 and 800 foot levels, inclusive, fourteen drifts are being extended, seven east and seven west. The face of each of these drifts is in solid ore, and has been from the several crosscuts. There is no mine in the Western Territories in which operations are conducted on such a scale, nor in which the ore occurs with such uniform regularity with respect to richness and extent.—*Bozeman (Mont.) Avant Courier.*

A PARTY interested in the construction of a road from Brainerd, Minn., to the far Northwest via Park Rapids in Hubbard County, to Red Lake Falls and beyond, made a journey through the woods last month for the purpose of locating the road, which is the St. Paul, Brainerd and Northern, recently incorporated. The party consisted of C. F. Kindred, Will-

iam E. Seelye, Dr. J. R. Howes and George S. Canfield. They found the line recently run by Mr. Kindred's surveyors an excellent one, and have decided to accept it as far as Park Rapids.

D. H. BUDLONG, cashier of the new Cooke bank, is now one of the most enthusiastic believers in the great destiny of the Clark's Fork mining district. He has lived in and is fully acquainted with the character of the mining districts throughout Colorado, and having practical experience, of his knowledge says that Clark's Fork is by far the richest of them all. He regards it as a certainty of the near future that Clark's Fork will be recognized as the richest mineral country in the world. With regard to the prospects of the camp this summer, Judge Budlong said they were good.—*Livingston (Mont.) Enterprise.*

TACOMA seems to be gaining at the expense of the larger city, Portland. In the latter place business, although running in the regular grooves, seems to have lost the vim with which it was so strongly marked. On the other hand Tacoma has received an impetus to which it is not slow to respond; and so energetically is the site of the town increasing that the surrounding hillsides are red with an universal glow of fire from the wholesale clearances going on; and especially at night-time, of course, is the scale of the work noticeable, the effect being then quite striking.—*Victoria (British Columbia) Post.*

A. J. THOMPSON, of Olean, N. Y., recently purchased 7,000 acres of grazing land from the land department of the Northern Pacific. The land purchased is located north of the Yellowstone River, and between Glendive and Miles City. It is Mr. Thompson's intention to establish extensive ranges there, he agreeing to ship 2,000 head of cattle immediately. The land in this locality is only suitable for grazing purposes. The price paid was upwards of \$2 per acre. The indications are, from the number of applications received at the land department, that the stockmen of Montana are anxious to purchase the ranges they occupy as fast as possible.

SHEEP have wintered remarkably well on the north and south forks of the Sun River. No losses amounting to anything have been reported, and most of the herds are healthy and free from scab. No doubt a few have been lost from each herd, for there is in a band of say 2,500 more or less every month in the year. When a man says he has not lost one sheep out of a band of say 1,000 during the winter, we don't tell him he lies, but we can't help thinking he does. Cattle in that region are reported in fair condition, and the loss very small. The range between the Sun River and Dearborn has lost more than the northern range between Sun River and Teton. It is thought that there will be as much as two per cent difference in the losses on the two ranges.—*Sun River (Mont.) Sun.*

THE copper ore in the Cle-el-um mining district is so situated that it will be of easy access to transportation, says the Edensburg (W. T.) *Localizer*. A large supply of timber, such as pine for the most part, fir, and tamarack, is in the immediate vicinity, and water convenient. The latter is in good supply, and is kept up throughout the season by the melting snow from Mount Stewart, part of which finds its outlet through the Channel of Teanaway to the Yakima River. The copper mines may ultimately prove mines of wealth. It requires a large force of men to work them. It is a well ascertained fact that good copper mines are here; all that is required is to make the fact known, when the capital will be forthcoming to develop them.

SKIRTING the Cascade Mountains may be found many large, marshy tracts, which are shown to be the best of cranberry land by the fact that they are covered with a luxuriant growth of wild cranberry bushes loaded with an abundance of fruit. Fortunes await the future claimants of these marshes, many of which may be found not many miles from Yakima. Over in Western Washington the Pacific Cranberry Company, which owns 5,000 acres of bog-land, five miles above Ilwaco, have sixty acres ditched and the sod removed from twenty acres and a coating of sand placed on the same. Sixty barrels of cranberry plants were received a few days since from New Jersey which will be planted at once.—*Yakima (Wash. Ter.) Signal.*

NATHAN FORD

GIVES BARGAINS IN

Knabe Pianos, Hazelton, Fisher and other Pianos, and Clough and Warren Organs.
96 E. Third Street, - ST. PAUL.

OLE LEE dropped into this office the other day on business. In the course of conversation the following facts were gathered: Mr. Lee came here in 1878, and settled a little East of Grafton. He had no team and no money, only one cow and one heifer, besides his household goods, and his cow died that summer. He has three quarter sections of land, one of which he bought lately and has yet to pay for, in one block. On this land there is an abundance of wood and good pasture. He has 240 acres ready for crop, two teams of horses, and thirty head of horned cattle, in addition to his farm machinery, and can make himself very well off in a year or two, if nothing happens. This is an example of what a steady, industrious and economical man can do in Dakota. Mr. Lee buys no meat, no butter, no eggs—the farm furnishes these requisites.—*Grafton News and Times.*

During the construction of the Northern Pacific railway the steamship Katie Hallett, named for the daughter of Col. J. L. Hallett, superintendent of construction, was built at Portland, brought up on the cars, put together at Cabinet Landing, Mont., and run up to a point between Thompson Falls and the bridge over the Upper Pend d'Oreille River. Since the completion of the road, this steamer has been lying idle. Last summer Capt. Pease, who navigated the Pend d'Oreille Lake, with the steamer Henry Villard, inspected the river all the way to Flathead Lake and reports the project of running the Katie Hallett up to it and navigating the lake entirely feasible. This can be done soon, when the river is at its highest. Then the vessel can be taken over Thompson Falls just as Capt. Stump took one over those at The Dalles on the Columbia. With such a steamer on the lake, to facilitate travel between the shores, the Flathead region will be rapidly settled.

OF the railroad connecting Tacoma with Seattle, the Tacoma *Ledger* says: It is about thirty miles long and must have cost in the neighborhood of \$750,000. The interest on this at ten per cent per annum would be \$75,000. This is at the rate of \$6,250, or about \$240 per working day. To pay interest on the investment this road would therefore have to earn over \$200 a day. Unless it will pay interest it will prove to have been a poor investment for the Oregon Improvement Company. No one thinks it will pay interest on the investment for some time to come. But the road is built. The money has been invested. The question is now: Will it pay running expenses? The only way to find out is to put on a train and see. We believe it will. The country through which the road runs is the best in Washington Territory. The lands along the road are rapidly being cleared up and will furnish large quantities of freight for transportation. There will also be considerable local passenger traffic.

AN ACTIVE CORPSE.—Martin J. Bennett, the man who froze to death and whose wife met a similar fate, and whose four children also froze to death, and whose oxen "passed in their chips" (according to divers Eastern papers whose editors are interested in defaming Dakota), was in to see us Tuesday. He is a very active corpse, and he says his wife and children don't mind a bit of freeze to death; and his oxen are also in a most amiable frame of mind. Eastern papers must invent some new kind of a lie.—*Devil's Lake (Dakota) Inter-Ocean.*

A LITTLE NONSENSE.

BILL NYE WEEPS AND LISTENS.

Behind the red squaw's cayuse plug,
The hand-car roars and raves
And pie-plant pies are now produced
Above the Indian graves.
I hear the oaths of pioneer,
The caucus yet to be,
The first low hum where soon will come
The fuzzy bumble bee.

A Western paper describes the coming of a furious whirlwind as "a cloud like a man's hand, which soon developed to the dimensions of a Chicago girl's foot."

De soberest man in de worl' is de feller whut hab jest got ober a spree, an' he knows dat de advise whut he gibs yer is good, 'cas he didn't follow it hisse'f.

Professor to class in surgery: "The right leg in the patient, as you see, is shorter than the left, of consequence of which he limps. Now, what would you do in a case of this kind?" Bright student: "Limp, too."

"You are arrested for disturbing the peace," said an Arkansas judge to a tramp. "Judge, I had a right to disturb the peace; I am a Kentuckian." "That alters the case," the Judge replied, "I am a Kentuckian myself."

"Why didn't I go to her assistance?" said the man who had stayed in bed while his wife laid out a burglar. "Young man, I've had a number of tussles with the old gal, and I knew that burglar had trouble enough without my giving him any."

"So you are engaged to Dr. B. It must be very nice to be engaged to a doctor. Every time he calls, you know—and of course that must be very often—you feel as if you were getting for nothing what everybody else would have to pay three dollars for."

"Trust men and they will be true to you," said Emerson. He showed this to a respectable grocer. He grew livid with rage, seized a club, and wanted to know where that Emerson fellow lived. There was mischief in that grocer's eye. We did not tell him.

"Experience may be a dear teacher," remarked a minister as the contribution box was returned to him empty, "but the members of this particular flock who have experienced religion have accomplished it at a very trifling cost. The choir will please sing the seventy-ninth hymn, omitting the first, third and fourth verses, in order to save unnecessary wear on the organ."

"Look heah," said old Andrew to Guinea Nigger Dan: "who is yer wife on dis present 'casion?" "Nervy Potter." "Putty good 'oman?" "Does tolerable." "Fetch anything inter de house?" "Oh, yas." "Wall, dat's de kinder 'oman I'se lookin' fur. De wimmen what I'se been in de habit o' marryin' is so lazy dat da'd let er man starb ter death."

A bluff farmer living on the line of the Northern Pacific Railroad east of Portland who had had considerable trouble about crossings which were constructed on his lands by Montgomery as contractor for the railroad, laid his case before the Multnomah County Commissioners. He was permitted to tell his grievances, which he did in detail, winding up his case in these words: "And you see when I go to the railroad company, they tell me to go to Montgomery, and when I go to Montgomery he tells me to go to h—l, and that is why I came here." The answer of the court is not recorded.—*Vancouver (Wash Ter.) Independent.*

The only Coffee Pot Worth Carrying Home!

Our Motto—"Best Quality, Honest Quantity."

ONE MINUTE.



Secured by Patents. Patented June 11, 1878; July 8, 1879. The Boss (over 600,000 sold), with our Pulverized Coffee, saves 50 per cent.

HARVEY RICKER, & CO.

419 Nicollet Ave., Minneapolis.

Minneapolis Advertisements.

SHATTO & DENNIS,

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Are Northwestern Agents for

ATLAS ENGINES and BOILERS.

The Cummer Automatic Engines, B. W. Payne & Son's Automatic Engines, including Straw Burners, E. C. Atkin & Co.'s Saws, Eagle Machine Works' Celebrated Saw Mills, Cordesman & Egan Co. Wood-working Machinery, Cameron Steam Pumps, Eberman's Injectors, and can supply any demand for machinery of any kind.

Pullies, Shafting, Belting, Packing & Engineers' supplies
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ASK FOR
'REGAN'S CRACKERS,'

MADE BY

WM. M. REGAN & CO.,

Cracker Bakers,

21 & 23 South Second St.,

MINNEAPOLIS.

F. HEYWOOD,

Manufacturer of all kinds of

PAPER BOXES,

122 & 124 Washington Ave.,

MINNEAPOLIS,

Nov. '83, cu.

316 Sibley Street,

ST. PAUL,

MINNESOTA.

CHAS. A. PILLSBURY & Co.,

Merchant Millers,

MINNEAPOLIS, MINN.

BRANDS: { PILLSBURY A. PILLSBURY B. }
ANCHOR. EXCELSIOR.

Daily Capacity 7,500 Bbls.

ESTABLISHED BY GOVERNOR PILLSBURY, 1855.

JANEY, SEMPLE & CO.,

WHOLESALE

HARDWARE, IRON,

RAILWAY AND MILL SUPPLIES, ETC.,

Nicollet Avenue, Bridge Square and First Street,

MINNEAPOLIS, MINN.

Our stock is unequaled in extent and variety in the Northwest. Car loads of Iron, Nails, Paper, etc., from Stock or Mills. Prices in competition with any market. Mail inquiries solicited.
April, '83—cu.



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No learning required. Can be operated at sight by anyone. It is light, strong and durable, and does not get out of order. No oiling, inking or winding up required. It is indispensable to clerks, lawyers, stenographers, authors, copyists and architects, and is invaluable to the merchant with a large correspondence. From one to twenty copies can be produced at one writing and press copies can be taken from the work. In use in all important railroad offices. Address

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MERCHANT MILLERS,

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LINCOLN MILL, PALISADE MILL,

ANOKA, MINN.

CAPACITY 800 BARRELS.

BRANDS:

WASHBURN'S BEST, LINCOLN.

Jan. '84, cu.

MINNEAPOLIS.

CAPACITY 1500 BARRELS.

BRANDS:

Royal Rose, PALISADE.

CULL RIVER LUMBER CO.,

CULL RIVER, MINN.,

MANUFACTURERS AND WHOLESALE DEALERS IN

Lumber, Shingles and Lath.

LONG DIMENSIONS A SPECIALTY.

Office, Mill and Yard on Line N. P. R. R.

PLANING MILL AND DRY HOUSE ATTACHED.

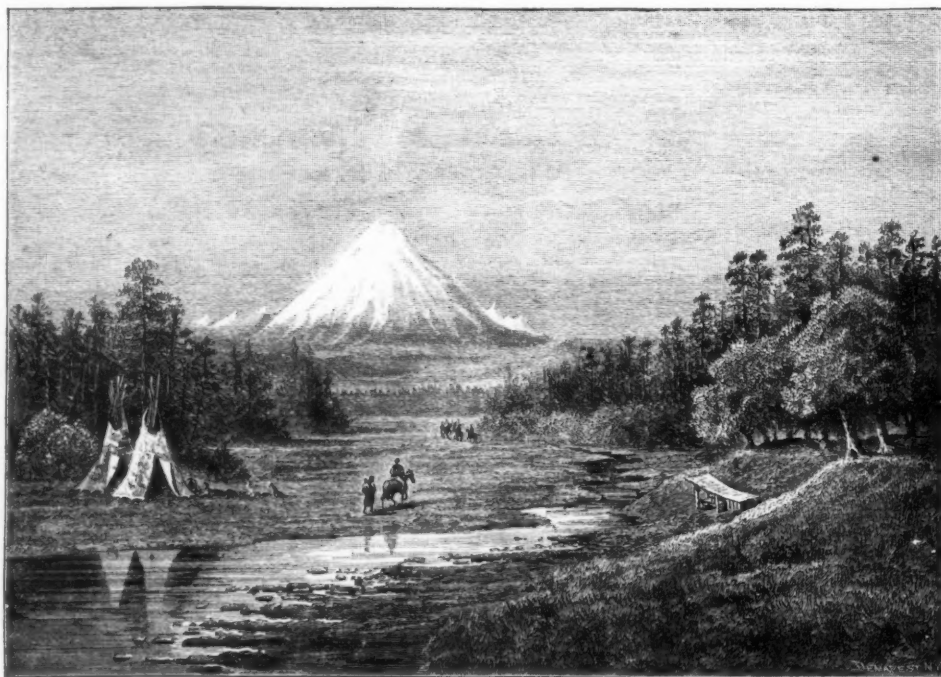
Sept., '83—cu.

THE GREAT SCENIC ROUTE TO THE PACIFIC COAST. THE NORTHERN PACIFIC RAILROAD,

COMMENCING AT

SAINT PAUL, MINNEAPOLIS, DULUTH AND SUPERIOR,

Traverses the timbered regions of Northern Minnesota. Runs with its main line and two branches through the Lake Park Region. Crosses the Red River at Moorhead, Fargo, Breckenridge and Wahpeton, and at these points connects with a vast system of river navigation. Reaches the Missouri River at Bismarck and Mandan, connecting there with extensive fleets of steamers for Fort Buford, Fort Benton and intermediate points. Passes through the wierd and unparalleled scenery of the Bad Lands of the Little Missouri. Runs for three hundred miles in the famous Valley of the Yellowstone. Is the only line reaching the Wonderland of the world, the Yellowstone National



DISTANT VIEW OF MOUNT TACOMA.

Park. Crosses two ranges of the Rocky Mountains, in the midst of magnificent scenery. Traverses the great Cattle Ranges and the Mineral Belt of Montana. Is the only line to the new gold mines of the Cœur d'Alene Mountains in North Idaho. Takes settlers direct to the Grain and Grazing Belt of Eastern Washington. Runs

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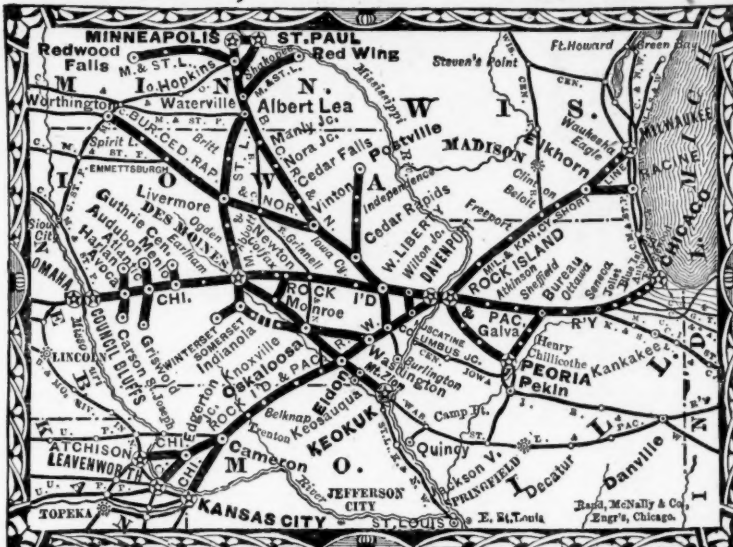
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BUSINESS INTERESTS.

MINNEWAUKAN, the new town at the west end of Devil's Lake, is rapidly growing. A fine hotel called the Arlington is now going up. A brickyard is one of the new business features of the place.

THERE are patent coffee pots by the hundred in use; in fact they are about as numerous as patent claims. Yet the new invention advertised on another page appears to distance them all in simplicity and results. It makes excellent coffee in one minute by a drip process, the fluid being clear, strong and delightfully aromatic. By the use of finely pulverized coffee, a saving of nearly one-half in the amount required is effected.

ON TOP OF THE ROCKIES.—There is an excellent opening for a summer hotel on the dividing ridge of the Rocky Mountains, above the Mullan Tunnel. Tourists would stop over for a day or two at such a hotel to rest and breathe the cool mountain air, and excursions from Helena would patronize the place to escape from the heat of that sultry town. An expensive building is not needed. The best structure would be a rustic affair of logs, containing twenty or thirty bedrooms.

The enterprise of the Carrington and Casey Land Company, joint owners with the Northern Pacific of Carrington, is well shown by the construction of the finest hotel in North Dakota. Though unfortunately destroyed by fire shortly after its opening, another, equally handsome, equally well appointed, has already succeeded it. A beautiful schoolhouse, also, is another proof of the wise forethought of the townspeople, and is a free gift to the town by the vice president, Mr. M. D. Carrington, of Toledo, Ohio.

THE NORTHWEST can profitably be used as an advertising medium by every important mercantile, manufacturing and real estate concern in St. Paul and Minneapolis. It goes every month into the hands of at least 12,000 persons who are specially interested in the Northwestern States and Territories, either as settlers, intending settlers or investors. Thus it fills a field occupied by no other publication. Unlike a newspaper it is not read hastily and thrown away, but its illustrations and valuable information cause it to be preserved.

A GOOD hotel was opened early in May at the new town of Heron, in Western Montana, on the Northern Pacific Railroad. It is operated by the Dining Car Department of the road, and is managed by Col. J. N. Strong, formerly of the St. James Hotel, Chicago. Heron is in the great forest of the Clark's Fork of the Columbia, in the midst of picturesque mountain scenery, and is a good place for tourists to stop for a day's trout fishing. Passengers from the Utah Northern can go on from Garrison to Heron by the day train, and wait at the latter place for the overland express going west.

HOW STEEL IS TESTED.—The Babcock & Wilcox Company, 30 Cortlandt Street, New York, have just placed with Leishman & Snyder of Pittsburgh, an order for 500 tons of open hearth steel. The care which they exercise in purchasing material is shown by their specification upon which it was ordered, wherein they demand that a coupon shall be attached to each plate which shall show 55,000 to 65,000 pounds tensile strength, with 20 per cent elongation in 8 inch, to stand bending double both before and after being heated and plunged into cold water, without showing any cracks, and the analysis is not to show to exceed 8-100ths of one per cent phosphorus. Steel to be branded and stamped, "60,000 lbs. T. S."

Eastern people coming to St. Paul to live are agreeably surprised to learn that they can buy furniture of all kinds here as cheaply as in New York and Boston, and to find all the new fashions and

handsome styles shown in the stores. The oldest house in this line of trade in St. Paul is that of DeCoster & Clark, 342 and 344 Jackson street, which has a record of eleven years of successful business, growing up from a small beginning to the occupancy of a big double store, filled from basement to attic. This firm does some jobbing trade, but its specialty is the furnishing of hotels and private houses. It takes a new hotel and equips it throughout, and is equally ready to supply the sort of furniture wanted by a "Montana Silver King" or an economical Dakota farmer.

Real estate in St. Paul is constantly appreciating in value and a good deal of money is made by dealing in it. Some of the agents display a talent for presenting the advantages of the city in a bright, pointed way that would seem to indicate that they were born for newspaper men and have mistaken their vocations. Here, for instance, are a few sentences from a circular distributed by George H. Hazzard, whose office is on the corner of Third and Jackson streets: "Have you made your investment in St. Paul? Have you looked at her geographical location? If not, take your map and do so at once. Have you glanced at the immense tract of country tributary to her? Have you thought of her low freight rates by river and lake? Do you know she is a success? No? Well, first turn over and read. Do you know her cold winters are dry and clear, with no hacking coughs or malaria, making them desirable, and her the most healthy city in the Union? Do you know we want your cheap money to help develop these immense resources? Do you want me to draw on you for from \$3,000 to \$10,000 to invest in St. Paul real estate, or to make a loan at 7, 8 or 10 per cent per annum? Why, I will be pleased to serve you. Drop me a line, ask me all the questions you can think of about St. Paul and the great West."

Spokane Falls Illustrated.

Our July number will contain an illustrated article on Spokane Falls, the "Minneapolis of Washington Territory," from the pen of our special correspondent, Harry P. Robinson. Spokane Falls has trebled its population in three years and gives promise of becoming a great manufacturing city. It is one of the most interesting and picturesque places in the Pacific Northwest. Mr. Robinson is a young English journalist, who has done some good work for the New York Tribune, the Minneapolis Tribune, and other important daily journals, as well as for THE NORTHWEST.

Artificial Stone for Sidewalks.

In view of the fact that the old, decaying board sidewalks on the business streets of St. Paul must soon be taken up and a more durable material put down, the success of the French artificial stone is a matter of public interest. The stone manufactured on the system of Coignet, the eminent engineer and chemist, is now extensively used for walks in Paris, as well as for walls, pavements and bridges. It is also coming into general use in New York and other American cities as a substitute for blue stone. It has stood the severest tests of wear in New York in front of the Postoffice and the Tribune office, and in other much frequented business localities. It is not affected by extremes of heat and cold. Its cost for flagging is only one-half that of blue stone, and its appearance is much handsomer, owing to its regularity of grain and its fine surface finish. This stone is made in St. Paul by A. Warner, at his Artificial Stone and Cement Works, corner of Eagle and Washington Streets.

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How? DO AS OTHERS
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"Kidney Wort brought me from my grave, as it were, after I had been given up by 13 best doctors in Detroit." M. W. Devereux, Mechanic, Ionia, Mich.

Are your nerves weak?
"Kidney Wort cured me from nervous weakness &c., after I was not expected to live." Mrs. M. M. B. Goodwin, Ed. Christian Monitor Cleveland, O.

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"Kidney Wort cured me when my water was just like chalk and then like blood." Frank Wilson, Peabody, Mass.

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"Kidney Wort is the most successful remedy I have ever used. Gives almost immediate relief." Dr. Phillip C. Ballou, Monkton, Vt.

Have you Liver Complaint?
"Kidney Wort cured me of chronic Liver Diseases after I prayed to die." Henry Ward, late Col. 60th Nat. Guard, N. Y.

Is your Back lame and aching?
"Kidney Wort, (1 bottle) cured me when I was so lame I had to roll out of bed." C. M. Tallmage, Milwaukee, Wis.

Have you Kidney Disease?
"Kidney Wort made me sound in liver and kidneys after years of unsuccessful doctoring. Its worth \$10 a box." Sam'l Hodges, Williamstown, West Va.

Are you Constipated?
"Kidney Wort causes easy evacuations and cured me after 16 years use of other medicines." Nelson Fairchild, St. Albans, Vt.

Have you Malaria?
"Kidney Wort has done better than any other remedy I have ever used in my practice." Dr. R. K. Clark, South Hero, Vt.

Are you Bilious?
"Kidney Wort has done me more good than any other remedy I have ever taken." Mrs. J. T. Galloway, Elk Flat, Oregon.

Are you tormented with Piles?
"Kidney Wort permanently cured me of bleeding piles. Dr. W. C. Kline recommended it to me." Geo. H. Horst, Cashier M. Bank, Myerstown, Pa.

Are you Rheumatism racked?
"Kidney Wort cured me, after I was given up to die by physicians and I had suffered thirty years." Elbridge Malcolm, West Bath, Maine.

Ladies, are you suffering?
"Kidney Wort cured me of peculiar troubles of several years standing. Many friends use and praise it." Mrs. H. Lamoreaux, Isle La Motte, Vt.

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and gain Health, Take**

KIDNEY-WORT
THE BLOOD CLEANSER.

"An' that's the pillar of Hercules?" she said, adjusting her silver spectacles. "Gracious! what are the rest of his bedclothes like, I wonder?"

Those who write for sample copies of *The Astorian* please inclose a postage stamp, not for publication, but as an evidence that they don't take us for a bald-headed philanthropist with a gold-headed cane and an income of \$700,000 a year, who is printing a paper for amusement and paying the postage on it for fun. —*Astoria (Oreg.) Astorian.*

In playing a game of seven-up with a young lady from St. Paul, a wicked young fellow told her that every time she held the jack of trumps it was a sure sign that her lover was thinking of her. Then the impertinent fiend watched her face at each deal, and every time she blushed and looked pleased, he led out and caught her jack. —*Bismarck Tribune.*

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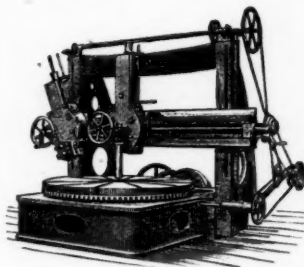
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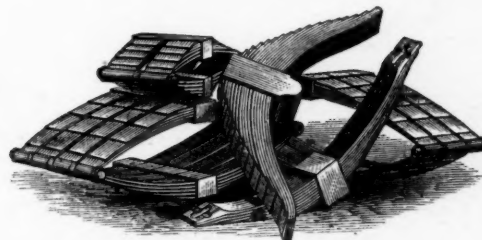
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At Minnewaukan there is a good steamboat landing with two steamboats making regular trips between it and Fort Totten, and points on the eastern end of the lake, and a gravelly beach making delightful drives for tourist and health seekers.

Minnewaukan is ninety miles north of Jamestown, midway between the Northern Pacific, railroad and the international boundary will be the Division headquarters, and the only town on the Northern Pacific Railroad located on Devil's Lake.

The famous Mouse River and Turtle Mountain country is more directly tributary to it than to any other railroad town, and the immense emigration to all the country west and northwest of Devil's Lake must pass through this town and make it their supply point and market for years. The surrounding country is a fertile, undulating prairie, rich, deep soil, abundantly productive, meandered by streams and dotted with lakes. No equal opportunity exists in the whole West for the selection of a home as is offered by this rapidly settling country, tributary to Minnewaukan.

All branches of business are open and no fairly intelligent and industrious business man can fail to build up a lucrative business.

The moderate prices at which we offer lots in Minnewaukan insures the investor large profits. No other town in North Dakota of equal prominence has been placed in the market.

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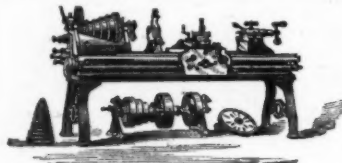
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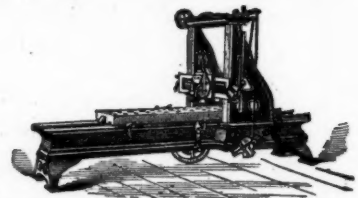


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